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SAN FRANCISCO ARTS COMMISSION

CIVIC DESIGN REVIEW COMMITTEE

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CITY AND COUNTY OF
SAN FRANCISCO

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY JANUARY 10, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

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I. Roll Call

II. **SAN FRANCISCO GENERAL HOSPITAL** — Phase I
University of California Medical Research/Clinic Building
Jerome Rankin, Associate Administrator/SFGH
Ed McFarlan/ Kaplan McLauglin Diaz
Eila Arbuckle/ SF Redevelopment Agency

III. RANKIN PUMP STATION HEADWORKS BUILDING — PHASE III
Ernie Ramilo, Howard Wong/Bureau of Architecture

IV. **19TH AVENUE TRANSIT SHELTERS** — PHASE III
Ken Jew, Public Utilities Bureau

V. **STAFF REPORTS**
-Civic Design Guidelines

VI. **ADJOURNMENT**

AGENDA.WPS 1/4/94

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ACCESSIBILITY INFORMATION

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J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
January 10, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:05 p.m.

I. ROLL

Commissioners Present		Commissioners Excused
John Kriken		
Robert LaRocca	(arrived 3:10 pm)	
Anne Healy		

Staff Present
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator

II. **SAN FRANCISCO GENERAL HOSPITAL** **PHASE I**
UNIVERSITY OF CALIFORNIA MEDICAL RESEARCH/CLINIC BUILDING
Eila Arbuckle, Redevelopment Agency
Ed McFarlan, Kaplan McLaughlin Diaz

Eila Arbuckle, of the Redevelopment Agency introduced to the Committee Ed McFarlan of Kaplan McLaughlin Diaz. Mr. McFarlan presented the conceptual design for a proposed project at San Francisco General Hospital. The design is a response to a Request for Information issued by the University of California San Francisco for a proposed medical research/clinic at San Francisco General Hospital.

The new building is proposed for a site which is currently a parking area along 22nd Street, next to the Aids Research Building/Clinic. The project attempts to incorporate elements of the old and the new in its use of materials and design. The height is proposed to be 53 ' and would consist of four floors. The ground floor would house ambulatory clinics. The other three floors would be UC clinic laboratory spaces. The project measures 125,000 feet of laboratory and clinical spaces. The laboratory requires mechanical support resulting in a mechanical penthouse on the roof. The appearance of the building's exterior tries to develop a vertical bay which is expressed by the use of vertical brick piers infilled with metal curtain walls. The fourth floor attic story is expressed by recessed glass and by introducing a higher level of metal detail.

Comments from the Committee included:

1. The desire to have a "green" edge to the building on 22nd Street. This is in keeping with the campus feeling and the need for areas of trees and grass.
2. The roof zone could be considered for a roof garden.

II. SAN FRANCISCO GENERAL HOSPITAL/UC Medical Research Clinic Building (cont.)

3. This project could address as a larger issue: the materials vocabulary for the hospital for this and future projects.
4. The use of the green patina copper is the red brick is aesthetically pleasing.
5. Any relocation of existing works of art must be approved by the Art Commission and included in the project budget.
6. The detailing of the grids must be correct or it will look applied. It should be noted that this has been identified as a design concern which will be further examined in a Phase II review. A Motion to recommend a Phase I approval was moved and passed unanimously. See Reports and Orders.

III. **RANKIN PUMP STATION HEADWORKS BUILDING** **PHASE III**
Ernie Ramilo, Howard Wong/Bureau of Architecture

Final working drawings were presented for the Rankin Pump Station Headworks Building by Ernie Ramilo and Howard Wong. The drawings appeared to be in order reflecting previous design discussions from the Civic Design Committee. The Committee identified what it thought would be a long term maintenance issue. As the building is currently designed, the dirt from the large front wall will be washed onto the skylight. A gutter needs to be added over the skylight at the front of the building to address this problem and the drawings modified to reflect the addition of the gutter. See Reports and Orders.

IV. **19TH AVENUE TRANSIT SHELTERS** **PHASE III**
Ken Jew, Public Utilities Bureau
Sheila Ghidhini, Artist

Ken Jew of the Public Utilities Bureau reviewed for the Committee the project's progress since the Committee's review in December. Design details on the entryway and information kiosks have been worked out, as well as lighting, tiles and windscreens. He assured the Committee that the project was as the artists have designed it and that the artists would continue to be involved through the bid and construction portions of the project. MUNI is in the process of negotiating a 15 year contract with San Francisco State University for the maintenance and care of the Holloway platform. MUNI is expecting to take over the platforms by November 1994.

V. **Staff Reports**

Civic Design Guidelines: Withdrawn.

VI. **REPORTS AND ORDERS:**

1. Motion to approve San Francisco General Hospital/ University of California Research/Clinic Building Phase I.
   Motion: Anne Healy
   Consensus: Unanimous
2. Motion to approve Rankin Pump Station Headworks Building Phase III.
   Motion: Bob LaRocca
   Consensus: Unanimous

V. Reports and Orders (cont.)

3. Motion to approve 19th Avenue Transit Shelters Phase III.
   Motion: Anne Healy
   Consensus: Unanimous

VII. **ADJOURNMENT**

The meeting was adjourned at 4:40 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY FEBRUARY 14, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

PROGRAMS
Civic Art Collection
Civic Design Review
Community Arts & Education
POPS Symphony Concerts
Public Art Program

Street Artists Licensing
Suite 70
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Art Commission Gallery
155 Grove Street
415.554.9682

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I. Roll Call

II. SAN FRANCISCO COURTS BUILDING — PHASE I
Introduction: Judge Daniel Hanlon
Bobbie Sue Hood, Hood Miller Associates
Chuck Drulis, Ross DurlisArchitects
John Lee, Barnes & Cavagnero/John M.Y. Lee
Clyde Cohen, Project Manager/CAO's Office

III. SAN FRANCISCO PUBLIC TOILETTE PROJECT — PHASE III
Vitaly Troyan, Department of Public Works
Jean-Francois Nion, JCDecaux

IV. COHEN ALLEY GATE — PHASE III
Kevin Leeper/Artist
Laurie Lazer, 509 Cultural Center

V. BAYVIEW PLAYGROUND RESTROOM — PHASE I,II,III
Tim Lillyquist, Recreation and Park Dept.

VI. MUNI OPERATOR RESTROOMS — PHASE I
Duncan Watry, MUNI Service Planner
Mary Williams, Project Manager/PUC

VII. MISSION BRANCH LIBRARY — PHASE II
Victor Talatala, Glen Hunt/Bureau of Architecture

VIII. DPW MATERIALS TESTING LAB REHABILITATION — PHASE III

IX. STAFF REPORTS
-Powell Street Turnaround/Report of Planning Commission approval
-Review of revised Civic Design Guidelines

City and County of San Francisco

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
February 14, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present		Commissioners Excused
John Kriken		
Robert LaRocca	(arrived 3:11 pm)	
Anne Healy		
Theodore Brown		

Staff Present
Joanne Chow Winship, Director of Cultural Affairs
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator

II. SAN FRANCISCO COURTS BUILDING PHASE I
Judge Daniel Hanlon, SF Courts
Bobbie Sue Hood, Hood Miller Associates
Chuck Drulis, Ross Drulis Architects
John Lee, Barnes & Cavagnero/John M.Y. Lee
Clyde Cohen, Project Manager/CAO's Office

Judge Daniel Hanlon made a brief introduction to the Committee of the architects chosen to design the New San Francisco Courts Building which will be located at the corner of McAllister and Polk Streets in the Civic Center across from City Hall. The Joint Venture architects were identified as Hood Miller and Associates of San Francisco, Ross Drulis Architects of Sonoma and Barnes & Cavagnero/John M.Y. Lee of San Francisco. The project has been divided among the architects as follows: Ross Drulis is responsible for the courtroom spaces; Barnes & Cavagnero/John M.Y. Lee is developing the exteriors and Hood Miller Associates is designing the interior public spaces and coordinating of the project.

The program provides for 40 new courts and hearing rooms. The main entry to the building is at the corner of McAllister and Polk. From the corner, the main interior entry space is a three story octagonal rotunda. Located on the first floor is space assigned to the activities of the court clerk and a childcare facility. The second and sixth floors have a double loaded scheme which allows for program changes. The fourth floor has a holding area incorporated for the juvenile court facilities and public waiting.

The block is currently zoned for a 70' height limit. Discussions concerning the height with the Planning Department have suggested that Planning would support a request to modify the height to 80'. This would permit the floor to

II. SAN FRANCISCO COURTS BUILDING (CONT.)

floor height to be 13'3". Designs for the building at both heights were presented for comparison.

The rationale behind the contemporary Beaux Arts design of the building facade was presented by John Lee. The New Court building has been designed to have a relationship with City Hall and the State Building. The belt line and the cornice of the Court Building correspond to lines on City Hall. Advantage is being taken of the corner to give a gesture of a grand space in the entry and to relate the building to the Civic Center. The McAllister and Polk Street facades have a three foot depth. The major design element uses large traditional arches with variations in the granite block depths which will create shadows and interest in the facade. For the Polk Street facade, two design thoughts were presented: one which repeated a single arch, the prominent design feature on the McAllister Street facade, and one which offered a completely different linear window design. The Committee preferred that the window arch turn the corner and repeat on Polk Street.

The Redwood Alley facade design has an 18" depth. The building programming which impacts the Redwood Alley design are windows for Judges chambers, two courtrooms at the Polk Street end of the building, service entries and parking garage level entries at the street elevation. Mr. Lee introduced the design rationale for Redwood Alley. The facade design was developed to relate to the smaller 35' wide alley scale. A vertical spine with small horizontal ribs in a repetitive motif correlate to the columns on the McAllister facade. The intent of the design was to reduce the perceived monumental scale of the building. The Committee requested that the Redwood Alley design be simplified and studied further by the architects before the next review.

The west or Van Ness facade treatment for the building carried from the McAllister facade a couple of strong lines and a window, but only across part of the structure. Since the Van Ness Avenue apartment building has been designated as "contributory" in the Proposed Civic Center Historic District, it is assumed that the building will remain. The Committee felt that the design looked "unfinished" as if the building would be expanded in the future. Since this is unlikely, the Committee requested that more study also be given to the west facade with consideration given to carrying the design across the full depth of the structure.

A mechanical penthouse element is required for the building's elevators. The elevators are located just off and behind the octagonal lobby. The Committee expressed concern that the elevator penthouse will interfere visually with the dome at the McAllister/Polk corner.

In general, the Committee liked the direction of the project and the approach. The Committee unanimously supported the 80' height design over the 70' height design stating that the 80' height allowed for a superior design. The Committee approved of the depth and shadow making effect on the McAllister and Polk streets facades. The architects responded to a concern about the ground level "feeling" and public spaces by indicating their design had to consider concerns from the client regarding street level vandalism, thereby eliminating

II. SAN FRANCISCO COURTS BUILDING (CONT.)

some public spaces, i.e., street level window spaces. The Committee also inquired if it was possible to make the entrance more grand and/or to open the octagon. The building program as currently defined allows for the octagon to be open three floors with conference spaces designed into the upper floor plans. The Committee agreed that the Redwood Alley facade needs to reduce the monumental feel of the scale for that side of the building, but as mentioned before, requested that more studies be done on how this could be accomplished. The Committee asked that the location of the flagpole be identified before Civic Design's Phase II review. Finally, the Committee expressed concern about the roof and cupola. The mechanical house should look like part of the building. The cupola should be more grand. The Committee requested the architects to prepare site views of the building from the Civic Center Plaza perspective and from the Van Ness Avenue War Memorial perspective for the next review. A motion to recommend Phase I approval to the full Commission was passed by a unanimous vote of the Committee. See Reports and Orders.

III. SAN FRANCISCO PUBLIC TOILET PROJECT PHASE III
Vitaly Troyan, Department of Public Works
Jean-Francois Nion, JCDecaux

Debra Lehane briefly explained that the Planning Commission had completed their review of the Public Toilet Project and described the agencies, departments, and boards which would be reviewing all or part of the Public Toilet Project. The reviw and approval presently before the Civic Design Committee concerned the Department of Public Works Placement Guidelines Order# 163,368 and Order# 163,369 Public Service Kiosks and Public Toilets respectively. During the discussion of the guidelines with the Committee, the following changes were made to the orders:

Sec. I. F. The words "by DPW" were eliminated after the word "denied".
Sec. II. C. 4. The word "Sixth" was corrected to "Sixty".
Sec. II. C. 6. The distance had formerly been 100 feet in an earlier draft of the guidelines and had been changed to 60 feet.
Sec. II. G. The new wording: "Public service kiosks shall not be placed on medians or traffic islands."
Sec. II. K. The new wording: "Public service kiosks shall not intrude, obstruct, diminish or reduce a significant view or become overwhelming objects of key views, including planned and significant street elements.

The sames changes will be incorporated into DPW Placement Guidelines Order #163,369, where the term "Public service kiosks" replaces the term "Public toilets" in the Guideline language. The Committee moved to approve the guidelines and Phase III of the Public Toilet Project with assurances that the agreed upon changes would be made to the guidelines. See Reports and Orders.

IV. **COHEN ALLEY GATE** **PHASE III**
Kevin Leeper/Artist
Laurie Lazar, 509 Cultural Center
Duke Crestfield, Engineer

The Committee asked the artist to return next month with details defined as to how the gate would open and shut with specific attention to the angled portions of the upper section of the gate at the hinged joint. There was no motion.

V. **BAYVIEW PLAYGROUND TOILET BUILDING** **PHASE I,II,III**
Tim Lillyquist, Recreation and Park Department

Tim Lillyquist of the Recreation and Park Department presented drawings of a simple concrete block restroom facility for the Bayview Playground located at 3rd and Carol Avenue. The open portion of the block structure is covered with wooden rafters. The core of the building where the sinks and toilets are located is covered with a flat roof. The building structure will be painted with a deep tan colored graffiti seal paint. The wood structure around the top and perimeter will be a dark wood. The Committee requested as part of its approval that Recreation and Park add color to the project by painting the metal gate at the entrance a bright color. The project had all three phases approved. See Report and Orders.

VI. **MUNI OPERATOR RESTROOMS** **PHASE I**
Duncan Watry, MUNI Service Planner
Mary Williams, Project Manager/PUC

The Public Utilities Commission at MUNI's request is preparing to install restroom facilities for MUNI transit operators. The PUC and MUNI are proposing to place the oblong concrete structure in ten locations generally at the end of long cross-town bus routes. The structures are being installed as a response to Union requests to improve working conditions for the MUNI operators and to insure delivery of transit services to MUNI patrons. The concrete facility measuring 8'5" high by 10'2" long by 5'10" deep will have either a blue or blue gray integral concrete color. A narrow band of tile and glass block circles the structure intersecting and overlapping with the top of the door. A second band of color encompasses the bottom edge. The Committee requested that consideration be given to moving the door to the end of the structure. This could draw attention and potential graffiti away from the door area. The Committee also suggested that the roof be designed so that it would be self cleaning. Another request of the Committee was to simplify the treatment of the tile and glass block bands. Before locations can be considered for approval the Committee expressed a desire to visit the locations, especially along the Embarcadero, Marina and Fisherman Wharf area. The sponsors where asked to come back for Phase I review.

VII. **MISSION BRANCH LIBRARY** **PHASE II**
Victor Talatala, Glen Hunt/Bureau of Architecture
Kathy Bremer, Library

Victor Talatala of the Bureau of Architecture presented several studies of the surface design and treatment for the Mission branch library building addition .

VII. MISSION BRANCH LIBRARY (CONT.)

The exterior treatment which was preferred by the Committee was the narrow horizontal bands in the agate 42 color. The Committee recommended a Phase II approval. See Reports and Orders.

VIII. **DPW MATERIALS TESTING LAB REHABILITATION PHASE III**
Gary Hoy/Bureau of Architecture

Working drawings for the DPW Materials Testing Lab rehabilitation at the Northeast Treatment plan were reviewed and approved by the Committee. See Reports and Orders.

IX. **Staff Reports**

-Powell Street Turnaround/Report of Planning Commission approval.
Debra Lehane identified for the Committee a report submitted by Evan Rose of the Planning Department for their information concerning improvements for the Powell Street Turnaround at Market Street.

-Civic Design Guidelines
Debra Lehane reported that a draft of the revised guidelines would soon be available for Commissioner review.

X. **REPORTS AND ORDERS:**

1. Motion to approve San Francisco Courts Building Phase I.
   Motion: Anne Healy
   Consensus: Unanimous

2. Motion to approve San Francisco Toilet Program Phase III.
   Motion: Bob LaRocca
   Consensus: Unanimous

3. Motion to approve Bayview Playground Toilet Building Phase I, II, III.
   Motion: Bob LaRocca
   Consensus: Unanimous

4. Motion to approve Mission Branch Library Phase II.
   Motion: John Kriken
   Consensus: Unanimous

5. Motion to approve DPW Materials Testing Lab Phase III.
   Motion: Bob LaRocca
   Consensus: Unanimous

XI. **ADJOURNMENT**

The meeting was adjourned at 6:30 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY MARCH 21, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call

II. SAN FRANCISCO COURTS BUILDING — PHASE I (cont.)
Introduction: Judge Daniel Hanlon
Bobbie Sue Hood, Hood Miller Associates
Chuck Drulis, Ross DurlisArchitects
John Lee, Barnes & Cavagnero/John M.Y. Lee
Clyde Cohen, Project Manager/CAO's Office

III. SAN FRANCISCO GENERAL HOSPITAL PARKING GARAGE — PHASE III
Philip Sower, Howard Wong/Bureau of Architecture
Dave Fong/Fong and Chan
Kevin Hagerty/Parking Authority

IV. MUNI OPERATOR RESTROOMS — PHASE I
Duncan Watry, MUNI Service Planner
Catherine Cronin, Project Manager/PUC

V. FIRE STATION #37 (REDESIGN) — PHASE I, II
Roger Wong, Chris Bigelow/Bureau of Architecture

VI. NEW RICHMOND COMMUNITY CENTER — PHASE II
Bob Marquis, Hal Brandes, J. Monday/Marquis Associates
Tim Lillyquist/Recreation and Park Department
Bob Nist, Project Manager/Bureau of Architecture

VII. COHEN ALLEY GATE — PHASE III (cont.)
Kevin Leeper/Artist
Laurie Lazer, 509 Cultural Center

City and County of
San Francisco

VIII. MID EMBARCADERO DESIGN OPTIONS — DISCUSSION
Jill Manton, SF Art Commission
Emilio Cruz, Waterfront Transportation Projects/CAO's Office

IX. 45 ONONDAGA STREET, FIRE ESCAPE AND DISABLED ACCESS RAMP — PHASE I,II,III
Linda Alonso/Bureau of Architecture

X. ENERGY RECOVERY FACILITY — PHASE I
Roger Wong, Bruce Flynn/Bureau of Architecture

XI. CIVIC CENTER DESIGN GUIDELINES — DISCUSSION
Susana Montana/ Department of City Planning

XII. CIVIC DESIGN REVIEW GUIDELINES
Review and approval of revised Civic Design Guidelines
Debra Lehane/SF Art Commission

XIII. ADJOURNMENT

AGENDA.WPS 3/16/94

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
March 21, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:30 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
John Kriken	Theodore Brown
Robert LaRocca	
Anne Healy (departed 5:35)	

Staff Present
Joanne Chow Winship, Director of Cultural Affairs
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator
Jill Manton, Director, Public Art Program
Susan Ponitous, Curator, Public Art Program
Tonia Macneil, Curator, Public Art Program

II. **SAN FRANCISCO COURTS BUILDING** PHASE I (cont.)
Judge Daniel Hanlon, SF Courts
Bobbie Sue Hood, Hood Miller Associates
Chuck Drulis, Ross Drulis Architects
John Lee, Mark Cavagnero Associates/John M.Y. Lee
Clyde Cohen, Project Manager/CAO's Office

The San Francisco Courts building received a phase I approval at the February 14th meeting of the Civic Design Review Committee, however, the sponsors were asked to return with additional studies concerning specific design issues. Mark Cavagnero and John Lee identified for the Committee design changes which had been instituted since the February meeting. The windows of the corner entry had been increased in response to the Committee's request to enlarge the scale of the primary entry. The Committee approved of the change. The cupola or cone above the entry at the roof level had been studied. A slightly larger version of the original design was presented as well as a stepped hexagon shape. The scale of the cupola was deemed to be improved. Three studies of the Redwood Alley facade were presented. Although the architects still preferred the facade presented at the February meeting, they had also prepared a version in which the "ribs" had been reduced 50% and a punched window version with horizontal details delineating the floors. The Committee preferred the punched window design, but requested that the courtroom windows be integrated into the design better. Before the Committee continued its comments on the design, Lu Blazej, Director of the Department of City Planning was invited to address the Committee. Mr. Blazej indicated that the Planning Department was concerned about the cupola and public spaces at the corner entry. The other area of concern for the Planning Department involved the McAllister street

facade and the pedestrian experience. The Planning Department is recommending that the windows be as large as possible to be visually interesting and engaging. Mr. Blazej asked the architects to present a drawing where the base windows were larger and followed the pattern of the arches. The Committee acknowledged the Planning Department's concern about getting light into the building, but agreed with the architects design which provide windows of a smaller size opening in the base which is consistent with this style of building. The Committee suggested that the architects look for other ways to bring light into the space. The McAllister Street facade wraps partially around the end of the building at the Van Ness end of the building. A square window has been centered on the Corinthian Apartment's window well. The northern end of the Van Ness wall has a simple horizontal line which pulls the design around to the Redwood Alley facade. To soften the appearance of the mechanical penthouse, the architects presented a sloped screen wall. The Committee preferred a more straight forward solution to screening the mechanical penthouse and identified this for further review in Phase II of this project. Since this project had already received Phase I approval, there was no motion required.

III. **SAN FRANCISCO GENERAL HOSPITAL PARKING GARAGE** — **PHASE III**
Philip Sower, Howard Wong/Bureau of Architecture
Dave Fong, Donald Tiefenbrunn/Fong and Chan Architects
Kevin Hagerty/Director of Parking

The Committee was informed by Debra Lehane that the EIR for the San Francisco General Hospital Parking Garage had not yet been certified by the Planning Commission, but that the Civic Design Review Committee could give the project a Phase III review as long as they included as part of their consideration the information in the Draft EIR which each of them had received. The full Commission approval will be held until the EIR has been certified.

George Langdon and Don Tiefenbrunn briefly reviewed the project for the Committee. The project had remained the same as approved in the Phase II review with one exception, the integrated public art by Anne Chamberlain. Public Art curator, Tonia Macneil presented a small model of the artist's proposal for the walls adjacent to the main entrances. The artist' design will help to emphasize the entrances. The artist has chosen to pull from the hospitals brickwork the "cross" patterns. The cross opening will be infilled with glass block. Silkscreened onto the glass block will be historical images from the hospital and neighborhood. The small wall will be lit from behind and fiber optics are being considered for possible use on the other wall. The Committee moved to approve the project for Phase III. See Reports and Orders.

IV. **MUNI OPERATOR RESTROOMS** — **PHASE I**
Duncan Watry, MUNI Service Planner
Catherine Cronin, Project Manager/PUC

Peter Strauss, Muni Director of Service Planning and Claire Caldwell of the Transport Worker's Union, Local 250 spoke briefly in support of the project and its importance. Catherine Cronin introduced herself as the new PUC project manager. Ms. Cronin and Duncan Watry described the changes and considerations

given to the Committee's comments from the February meeting. The color of the unit has been changes to a warm tan with plain glass block. The door has been changed to a concrete to de-emphasize its presence in an attempt to make it less attractive to vandals. As requested by the Committee, the design was examined for a possible relocation of the door to end of the unit. The current design allows for future adapting of the unit for ADA compliance. Moving the door to the end would not allow the unit to be adapted in the future. The Committee requested that the door be changed to a metal door in a color to match. The glass block element was acceptable but the Committee requested that finish details be added to the design and that hardware be studied. The Committee reviewed the proposed locations for the units. Two locations, Judah at Ocean Beach and La Playa at Cabrillo have a separate design. The tiled roof, stucco, double unit design was approved with the understanding that the design proposed for Judah and Ocean Beach would be used at both locations. The other locations were reviewed with the following comments:

-Mission at San Jose was approved
-46th at Wawona: The Committee asked to have the unit grouped with the buildings. This location will be reviewed at Phase II.
-Chestnut at Fillmore: The preferred location was on Chestnut Street on school property.
-Lyon at Geenwich: The Committee preferred that the unit be put uphill as much as possible.
-48th at Lobos: The Committee requested that the unit be shifted to the right.
-3rd at 20th: The Committee requested that the unit be toward the curb and the door turned around.
-Jackson at Webster: The Committee requested that other alternatives be considered.
-Kearny at Embarcadero: The location on Kearny south of the driveway was approved.
The Committee moved for Phase I approval. See Reports and Orders.

V. **FIRE STATION #37 (REDESIGN)** **PHASE I, II**
Chris Bigelow, Roger Wong/Bureau of Architecture

The Fire Station #37 project had previously received a Phase III approval from the Art Commission, but after putting the project out to bid, the Architects determined that the volume of the project would have to be reduced for budgetary reasons. To reduce the volume, Chris Bigelow of the Bureau of Architecture explained the changes in design. One room on the ground floor and half of the 2nd floor was eliminated. Interior spaces were re-configured. The front elevation of the edition remained at the same location, but at a lower height due to the elimination of the second floor. The new design is cement plaster (stucco) which is a change from the previous design. The color is consistent with the previous design. The art enrichment component of the Fire Station was impacted by the change but has been favorably resolved with the artist and Art Commission's public art curator, Susan Pontious. The Committee liked the redesign better than the original design and moved for Phase I and II approval. See Reports and Orders.

VI. NEW RICHMOND COMMUNITY CENTER PHASE II
Bob Marquis, Hal Brandes, J. Monday/Marquis Associates
Tim Lillyquist/Recreation and Park Department
Bob Nist, Project Manager/Bureau of Architecture

Jerry Mitchell of Keller Mitchell Caronna, Landscape Architecture, reviewed for the Committee the landscaping, fence and approach to the New Richmond Community Center. The fence is a transparent metal picket fence supported by concrete columns. The sliding gate is cantilevered. In the public area of the sidewalk are octagonal shapes, one at each entrance which becomes the first hint of the paving. Within the park setting are rough cut boulders which will hold the poetry which is part of the art enrichment program. As a response to the Committee's concern to screen the parking, the parking had been flipped from one end of the lot to the other resulting in an increase in the landscape area. Low bollard lights define the entry to the park. The focal point of the paving and landscape is the concentric circles which radiate from the building entrance. Seating has been provided by a granite seat wall, which is symmetrical with the plaza of the building. A bosque of flowering pear trees stands off to the side. From the opposite entry, as mentioned, is the same octagonal pattern in the sidewalk which enters into an octagonal landscaped area with additional seating. At the property line the Committee discussed the wall and asked to look at this in detail at the Phase III review. Mr. Bob Marquis reviewed the building materials and colors. The base of the building is a rusticated split face concrete block. Above the base is a scored concrete block 8 " squares with cement plaster (stucco) above the squares. The roof is proposed to be a corrugated metal in a dark green. The Committee indicated that they preferred the roof in a lighter color such as the gray/brown color of the roof as depicted in the model and asked that Mr. Marquis further study the roof color. The Committee passed a motion to approve Phase II. See Reports and Orders.

VII. REPORTS AND ORDERS:

1. Motion to approve MUNI Operator Restrooms Phase I.
   Motion: Anne Healy
   Consensus: Unanimous

2. Motion to approve San Francisco Fire Station #37 Phase I, II.
   Motion: Bob LaRocca
   Consensus: Unanimous

3. Motion to approve New Richmond Community Center Phase II.
   Motion: Anne Healy
   Consensus: Unanimous

XI. ADJOURNMENT
The meeting was adjourned at 5:35 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

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THE FOLLOWING ITEMS WERE INFORMATION PRESENTATIONS DUE TO THE LOSS OF COMMITTEE QUORUM. CIVIC DESIGN REVIEW COMMITTEE MARCH 21, 1994

I. **COHEN ALLEY GATE** PHASE III
Kevin Leeper/Artist
Laurie Lazar, 509 Cultural Center
Duke Crestfield, Engineer

The artist submitted a model of the gate as a response to the Committee's concern about functioning detail of where the angled portions of the upper section of the gate meet at the hinged joint. The Committee found the artist's solution acceptable. No motion was required.

II. **MID EMBARCADERO DESIGN OPTIONS** DISCUSSION
Emilio Cruz, Waterfront Transportation Projects/CAO's Office
Rebecca Kohlstrand, Project Manager/Mid Embarcadero Project
Dan Hodapp, Port of San Francisco

The request for discussion of the Mid Embarcadero Design Options was initiated by John Kriken, Chair of the Civic Design Review Committee. The presentation and discussion was begun by Emilio Cruz of the Waterfront Transportation Projects. Mr. Cruz informed Commissioners Kriken and LaRocca that the schedule for the Mid Embarcadero design has slipped due to the addition of the Terminal Separator. Rebecca Kohlstrand, Project Manager for the Mid Embarcadero design reviewed the previous planning efforts. The current study is scheduled to be completed in July 1994. This study will look at:
1. configuration, especially the north end of the plaza, views and shadow analysis; 2. financial strategies; 3. art program(s); 4. programming on plaza. The Port of San Francisco has asked that the configuration of the roadway be reconsidered. Ms. Kohlstrand indicated that there are procedural issues which the Port's scheme will need to address such as exchanges of land use with the Recreation and Park Department and whether funding will be jeopardized. Mr. Dennis Bouey, newly appointed Director of the Port presented to the Committee the Port's position and reasons for the request to re-configure the roadway. He emphasized the Port's commitment to remodeling the Ferry Building and to utilization of Port property. The Ferry Building project is the beginning of the Port's efforts to rejuvenate the waterfront. A piazza in front of the Ferry Building would provide the cosmopolitan flavor the Port is seeking. With proper routing of the traffic and F Line, the Port is of the opinion that it could bring people back to the waterfront. The following comments were made by Commissioner Kriken and LaRocca in support of the Port's position and request:

1. The Committee felt that the ease of pedestrian flow would best be achieved by splitting the roadway into the two narrower roadways.

2. Splitting the roadway would allow for the development of turnback loops at either end of the Ferry Building which would provide an appropriate and safe location for pedestrian crossings.

3. The split roadway design would represent a major civic design opportunity in the joining of two of the most important streets in San Francisco - Market Street and the Embarcadero. Market Street should be connected to the side of

the Embarcadero instead of ending in the existing "dog leg". Any potential traffic problem created by joining Market to the Embarcadero can be controlled through bollards or other traffic control devices until proper traffic studies can be completed. By taking this approach, there should be no delay in the timely execution of the project. The Market Street connection also creates a safe crossing place for pedestrians across the Embarcadero.

4. The split roadway design would allow Justin Herman Plaza to continue as the "front porch" of the Embarcadero Center and allows for the creation of a new piazza for the Ferry Building. The character of this new piazza could potentially focus more on the transportation aspects of the Embarcadero and Ferry Building.

The members of the Civic Design Review Committee supported the design concept which was put forward by the Port. It was strongly felt that the scheme should be studied further as part of the Waterfront Transportation options. Commissioner Kriken indicated that a letter stating the Committee's position would be forwarded to the appropriate departments and committees.

III. **45 ONONDAGA STREET, FIRE ESCAPE AND DISABLED ACCESS RAMP** **PHASE I, II, III**
Linda Alonso/Bureau of Architecture

Linda Alonso of the Bureau of Architecture presented the project which was to adapt a former residence next to an Emergency Hospital for use by the Health Department. In adapting the stucco/Spanish style architecture, a fire escape and an access ramp must be added to the building. The Committee focused its concern on the treatment of the access ramp. The ramp which hugs one side of the building had a open wrought iron fence which repeated a circle design from the window grills. The Committee did not feel that the ramp was sympathetic to the architecture. As a compromise, the architect agreed to add 18" of stucco to the length of the bottom edge of the ramp which will shorten the amount of rail. Although approval will be given to the project under the Civic Design Committee Report on April 4th, Ms. Alonso is required to resubmit her drawings indicating the change agreed upon by the Commissioners.

IV. **ENERGY RECOVERY FACILITY** **PHASE I**
Bruce Flynn, Roger Wong/Bureau of Architecture

Bruce Flynn of the Bureau of Architecture presented models of the Cogeneration facility, anticipated to be built next year, which will be located in the Southeast Water Pollution Control Plant. The facility has been designed to replace an existing 1930's building. The size of the building is roughly 100 x 60 x 40 '. The building has a concrete frame with a concrete masonry infill in brick red and has been designed to house two generators that will burn methane gas to generate electricity for the plant. Mr. Flynn's design sought to use existing details from the other boiler house and details developed by the coordinating architectual consultant, HOK for the sewage treatment plant master plan. Highlighting the design is the main entry which utilizes a glass block and a canopy visually held by a large "v" of black cable. Mr. Flynn was complimented on his design. Commissioners Kriken and LaRocca indicated interest in the Phase II review of colors and materials.

V. **CIVIC CENTER DESIGN GUIDELINES** **DISCUSSION**
Susana Montana/Department of City Planning

Susana Montana of the Department of City Planning explained that currently building projects proposed for the Civic Center have several conflicting documents which address different design criteria. She is proposing to gather representitives from the different agencies which sponsor or review projects for the Civic Center in an effort to develop a single set of design criteria which would be distributed at the Planning Department's zoning desk when a project was first being planned. Ms. Montana requested that a member of the Civic Design Committee and a staff person be assigned to participate on the project. John Kriken, Chair of Civic Design, and Joanne Chow Winship, Art Commission Director, volunteered to participate in the April 30th discussion which will be hosted by the Planning Department, but held in the Art Commission's Suite 70 meeting space.

VI. **CIVIC DESIGN REVIEW GUIDELINES**
Debra Lehane/Art Commission

It was recommended that this item be placed first on the next Committee agenda for discussion, review and approval.

VII. **Committee Report** for April Full Commission Meeting

4. Motion to approve 45 Onondaga Street, Fire Escape and Disabled Access Ramp Phase I, II, III.
   Motion: John Kriken, Bob LaRocca

5. Motion to approve Energy Recovery Facility Phase I.
   Motion: John Kriken, Bob LaRocca

The informal portion of the meeting ended at 7:10 pm.

Submitted by:

Debra Lehane

Debra Lehane
Civic Design Review Coordinator

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY APRIL 18, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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Art Commission Gallery
155 Grove Street
415.554.9682

A G E N D A

NOTICE: With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker Cards are available at all meetings. For information related to any of the following matters, please call Debra Lehane, Civic Art Collection Manager, San Francisco Art Commission (415) 252-2593.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

I. Roll Call

II. **UNITED NATIONS PLAZA** — **PHASE I**
FIFIETH ANNIVERSARY COMMEMORATIVE DESIGN
Andrew Detsch/Landscape Studio
Stephanie Rapp/Executive Director UN 50 Committee

III. **CIVIC DESIGN REVIEW GUIDELINES**
Review and approval of revised Civic Design Guidelines
Debra Lehane/SF Art Commission

IV. **SHARP PARK CLUBHOUSE AND RESTAURANT ADDITION** — **PHASE I**
Kevin Mills or Tim Kavala/Taylor Restaurant Systems
Deborah Learner/Recreation and Park Department

V. **MC LAREN LODGE HANDICAPPED RAMP** — **PHASE I**
Deborah Learner/Recreation and Park Department
Susan McKay/The Architects Collaborative

VI. **PORTSMOUTH SQUARE REHABILITATION/LOWER LEVEL** — **PHASE I**
John Thomas, Brian Gatter/Landscape Architecture
Susan McKay/The Architects Collaborative
Deborah Learner/Recreation and Park Department

VII. **CABLE CAR KIOSKS/POWELL & MARKET, BAY & TAYLOR, DRUMM & CALIFORNIA, BEACH & HYDE** — **PHASE I,II,III**
George Hampton, Richard Biehn/George Hampton & Associates
Gordon Smith/Community Affairs Dept. for MUNI

VIII. **45 ONONDAGA STREET, FIRE ESCAPE AND DISABLED ACCESS RAMP** — **PHASE I,II,III**
Linda Alonso/Bureau of Architecture

City and County of
San Francisco

IX. ADJOURNMENT

AGENDA.WPS 4/13/94

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**Pursuant to City policy and the requirements of the 1973 Rehabilitation Act and the 1990 Americans with Disabilities Act, all City agencies will make reasonable accommodations to the needs of persons with disabilities.*

Full Commission Meetings, and Individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness. All meetings are held in Suite 70, basement level, and can be accessed by the two main elevators in the lobby of the building.

Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
April 18, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:15 p.m.

I. ROLL

Commissioners Present
John Kriken
Robert LaRocca (arrived 3:30 pm)
Anne Healy (departed 6:20 pm)

Commissioners Excused

Staff Present
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator

II. **UNITED NATIONS PLAZA 50th ANNIVERSARY PHASE I**
Stephanie Rapp, UN 50 Anniversary Committee
Andrew Detsch, Landscape Studio

Stephanie Rapp, Executive Director of UN 50 Committee informed the Civic Design Review Committee of the goals of the UN 50 Committee to commemorate the signing of the United Nations Charter which occurred in San Francisco in 1945. A group of citizens known as the UN 50 Committee have been meeting to plan events for the 1995 50th anniversary celebration. One of the projects sponsored by the UN Committee involves the installation of text from the UN charter to the existing UN plaza from Market Street to Hyde Street. Drew Detsch of Landscape Studios was introduced to describe the specific design components which are being proposed. The design is intended to commemorate the United Nations without affecting the current or future activities of the plaza. The commemorative design is intended to balance and work with the existing elements in the brick paved plaza. The existing elements consist of the fountain, an obelisk, the latitude and longitude meridian markings, two flag poles and the light standards. The design presented by the UN 50 Committee proposes to etch the Declaration of Humans Rights on the vertical surface of the existing obelisk. The proposed addition of upward lighting to the existing flag poles allows the flags of the United States and the United Nations to be flown 24 hours a day. Significant horizontal paving elements begin with the proposed installation of a Buckminster Fuller's Dymaxiom of the world in granite with 1/4 inch bronze edging measuring 20 feet by 50 feet at the Market Street end of the plaza. As one progresses through the plaza toward City Hall, the Preamble to the United Nations Charter would be etched onto a 25 foot high by 36 foot wide horizontal area of sierra white granite. Continuing through the plaza would be additional granite pavers measuring 7 feet high by 36 feet wide which would pull dynamic excerpts from the Purposes and Principles of the UN. Located at the axis of the plaza would be the logo of the UN also a granite inlaid in the brick plaza.

II. UNITED NATIONS PLAZA 50th ANNIVERSARY (CONT.)

The proposal calls for the replacement of the wooden benches with granite plinth benches 7 " thick. The vertical surfaces of the bench seats would have repeated phrases etched in letters mearsuring approximately 5" high. Finally, the names of the members of the UN as they joined is proposed to be etched into the existing granite light standards.

The members of the Civic Design Review Committee expressed concern about the relationship of the new design and the existing design. They asked the sponsor to research the original plan for the area, the existing UN Plaza fountain and the text which had originally been proposed for the fountain. The Civic Design Committee reserved the right to look at how the fountain is incorporated into the commemorative design proposal. Other concerns from the Civic Design Committee related to the amount of text for the space and whether it was too much text for the plaza. The Civic Design Committee also identified the scaling of the letters for the separate items to be critical. Finally the Civic Design Committee also raised the issue of whether the Buckminster Fuller map is the appropriate way to depict the world and whether the preamble should break down into another form and shape. The Civic Design Committee was sympathetic to the time constraints of the project and agreed to hold a special meeting in two weeks to further review the proposed project. There was no motion.

III. CIVIC DESIGN GUIDELINES **DISCUSSION**
Debra Lehane, Art Commission

The Committee discussed with Ms. Lehane potential wording for the philosophy of the Civic Design Review Process to be incorporated in the first section of the revised version of the Civic Design Review Guidelines. Ms. Lehane was instructed to work with the text and present the re-written portion to the Committee at its next meeting. There was no motion.

IV. SHARP PARK CLUBHOUSE AND RESTAURANT ADDITION **PHASE I**
Tom Kavala/Taylor Restaurant Systems
Deborah Learner/Recreation and Park Department

Deborah Learner of the Recreation and Park Department briefly explained the project and introduced Tom Kavala of Taylor Restaurant Systems. The project proposes an expansion to the Sharp Park Clubhouse and Restaurant located in Pacifica. The City of Pacifica's Historic Landmarks Society has already commented on the project. The restaurant expansion is a single story with a peaked roof. The windows repeat an earlier design in a smaller format to comply with Title 24 energy conservation. The Committee requested that the windows turn the corner and that the door be moved over. The framing detail is to match the existing for light and shadow features. A sidewalk circles the building and the before mentioned door provides an emergency exit for the handicapped. The Committee would like to see at the Phase II review how the sidewalk and landscaping will be incorporated. A Phase I motion was moved and approved. See Reports and Orders.

V. **MC LAREN LODGE HANDICAPPED RAMP** **PHASE I**
Deborah Learner/Recreation and Park Department
Susan McKay/The Architects Collaborative

Deborah Learner of the Recreation and Park Department introduced for the Committee the need for the Recreation and Park Department to add a ramp to McLaren Lodge to provide access to the first floor offices and meeting rooms. The ramp is intended for the front of the Lodge. Susan McKay of The Architects Collaborative explained how the project would require the removal of an existing porch. The new porch will then be raised to meet the front door providing access at the main doorway entrance. With the ramp addition, the Department intends to add a pedestrian walkway for access to the Lodge. It was decided that a decorative pattern on the ramp should repeat to the column with a break to end the design. Next, the Committee's discussion focused on the historic appearance which has always been a vine covered structure. The earthiness of the building and its landscaping has an important relationship to one another and a certain charm which should be maintained, if possible. The Committee asked if a space between the building and the ramp could be considered which would allow for the retention of the vines. The Committee asked that Phase II address the questions concerning the vines. The Committee moved to approve Phase I. See Reports and Orders.

VI. **PORTSMOUTH SQUARE REHABILITATION/LOWER LEVEL** **PHASE I**
Brian Gatter/Landscape Architecture
Rich Kozono/The Architects Collaborative
Deborah Learner/Recreation and Park Department

Deborah Learner of the Recreation and Park Department introduced the final Recreation and Park Department item on the agenda for the April meeting. Submitted for Phase I approval was the design for the lower level of Portsmouth Square which includes a disabled access path and a multi-purpose room under the pedestrian bridge. Rich Kozono of The Architects Collaborative described the design concept of the building for the multi-purpose room. Placement of the room under the bridge limits the ceiling height of the room to between 7 feet and 11 feet. The design strategy is to pull the building out from under the bridge slightly at an angle which parallels a wall in the park. This treatment removes the building from being completely in the shadow of the bridge and allows for a row of skylights made of polycarbonate and angled to discourage access from the bridge above. The park side or south facade has doors which open onto the park which allows activities to flow into the adjacent area during the day. The facility will also be available for nighttime use. The south wall with the skylights above is proposed to have integral color concrete as the material. The proposed material for the east and north facades is a metal panel system. Glazing other than the skylights will be wired glass. The Committee began its discussion by commenting on how they liked the use of the space under the bridge. The Committee identified as a concern the separation of the bridge structure from the room structure and that the relationship of the structures is a key problem. It was the recommendation of the Committee that the architects wrap the plane wall of the structure with common materials instead of the material change as presented. It was suggested that placement of the entry be studied. Finally, the Committee asked that the angled wall was

VI. PORTSMOUTH SQUARE REHABILITATION (CONT.)

be pulled out 1 to 1-1/2 feet and more exaggerated. It was felt that this would allow for a perpendicular connection of the building to the bridge. The Committee also asked that the architects study the colors and consider their relationship to the colors approved on the upper terrace. Brian Gatter of the Landscape Architecture department briefly identified the landscape changes to the lower level. A large staircase will connect the lower level to the upper level; a ramp has been added for access between the upper and lower levels; pedestrian flow and circulation was reviewed. The Committee asked the representitives to relay to the Parking Authority the need to improve the signage at the entry of the garage to reduce the visual clutter and supported the efforts by the landscape architects and Rec/Park to create a green zone around the garage and park. The project received a phase I approval from the Committee. See Reports and Orders.

VII. CABLE CAR KIOSKS/POWELL & MARKET, BAY & TAYLOR, DRUMM & CALIFORNIA, BEACH & HYDE **PHASE I**
George Hampton, Richard Biehn/George Hampton & Associates
Gordon Smith/Community Affairs Dept. for MUNI

Mary Anne Milner, representing Gordon Smith, explained that the Public Utilities Commission has issued a Request for Proposal (RFP) for a vendor to operate a concession to sell cable car specific materials at the four cable car turn arounds. The locations are Powell & Market, Bay & Taylor, Drumm & California, Beach & Hyde. The RFP calls for the vendor to build and maintain kiosks at the four locations. George Hampton of George Hampton & Assocs., to whom the contract will be awarded, presented a rendering of a kiosk which mimics the appearance of the cable car. The structure is open to the public on one side with a security door which rolls down for closure at night. The size of the kiosk varies due to the locations. Employees for George Hampton & Associates will also maintain the four locations. The Committee indicated that siting of the structures in each of the locations is critical. They also requested a rendering of how the structure will appear when the door is closed. They found no objection to the basic design concept of the kiosk, but requested that each site be defined with an overview of the area. Also, placement of any kiosks must be made with consideration of future plans for each area. The vendor was asked to research this information with the Department of Public Works and the Department of City Planning. A phase I approval was given to the cable car design concept only. See Reports and Orders.

VIII. 45 Onondaga Handicap Ramp **Phase III**
Linda Alonso/Bureau of Architecture

As requested by the Civic Design Review Committee in last month's review of the 45 Onondaga project, Ms. Alonso presented the corrected working drawings for her project which incorporated the agreed changes. There was no motion.

IX. REPORTS AND ORDERS:

1. Motion to approve Sharp Park Clubhouse and Restaurant addition Phase I.
   Motion: Anne Healy
   Consensus: Unanimous

2. Motion to approve McLaren Lodge Handicapped Ramp Phase I.
   Motion: Bob LaRocca
   Consensus: Unanimous

3. Motion to approve Portsmouth Square Rehabilitation/Lower Level Phase I.
   Motion: Anne Healy
   Consensus: Unanimous

4. Motion to approve Cable Car kiosks design concept only Phase I
   Motion: Anne Healy
   Consensus: Unanimous

X. ADJOURNMENT

The meeting was adjourned at 6:35 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING WEDNESDAY MAY 4, 1994
3:30 PM
THE OFFICES OF SKIDMORE, OWINGS & MERRILL
333 BUSH STREET, SUTE 2300
SAN FRANCISCO, CA 94104

A G E N D A

NOTICE: With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker Cards are available at all meetings. For information related to any of the following matters, please call Debra Lehane, Civic Art Collection Manager, San Francisco Art Commission (415) 252-2593.

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I. Roll Call

II. **UNITED NATIONS PLAZA** — **PHASE I**
FIFIETH ANNIVERSARY COMMEMORATIVE DESIGN
Andrew Detsch/Landscape Studio
Stephanie Rapp/Executive Director UN 50 Committee

III. **CIVIC DESIGN REVIEW GUIDELINES**
Review and approval of revised Civic Design Guidelines
Debra Lehane/SF Art Commission

IV. **ADJOURNMENT**

City and County of San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA 94102 tel. 415.252.2590 fax 415.252.2595

ACCESSIBILITY INFORMATION

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
May 4, 1994
SPECIAL MEETING

Skidmore, Owings & Merrill 333 Bush Street Suite 2300
3:00 P.M.

The meeting was called to order at 3:45 p.m.

I. ROLL

Commissioners Present
John Kriken
Robert LaRocca
Aris Demetrios

Commissioners Excused
Anne Healy

Staff Present
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator

II. UNITED NATIONS PLAZA 50th ANNIVERSARY PHASE I
Stephanie Rapp, UN 50 Anniversary Committee
Andrew Detsch, Landscape Studio
Anne Kohs, UN 50 Anniversary Committee

Drew Detsch presented slides of the existing conditions in the United Nations plaza and with Art Commission staff person Debra Lehane provided background research on United Nations plaza and fountain design.

The Committee was informed about the major fountain design feature which consists of a tidal pool action. The fountain was designed with the concept of continent masses and islands joined together by the world's oceans. The slowly raising level of the water in the basin slowly fills, mimics the rising tide. When it reaches the maximum depth, valves open to flush the water. The rising tide then repeats in a cycle. The vertical and arched fountain jets were to be used on special occasions. According to the stationary engineers for the fountain, the tidal action of the fountain has not functioned for approximately 18 years. The stationary engineer reported that "something" happened many years ago to cause the fountain to be shut down and it is DPW's position that to operate the fountain as designed is not cost effective, since it requires staffing of an engineer whenever the tidal action is in operation. The fountain needs a full mechanical and electrical evaluation and repairs before the tidal activity could be activated. The Committee requested that Ms. Lehane contact Dick Chaix who is familiar with the electrical and mechanical for assistance in making the evaluation. As for the concept of text on the fountain, although it was depicted to have text on renderings dated 1975 presented by Ernest Born, text consultant to the project, neither Mr. Detsch, nor Ms. Lehane could find evidence that the concept had ever been fully developed with specific text.

The Civic Design Committee instructed Ms. Lehane to contact Lawrence Halprin as a courtesy to inform him of the project and to further research background on the plaza.

Discussion then focused on the specific proposal for the 50th Anniversary Commemorative design. Mr. Detsch informed the Committee of changes to the size of the granite tablets for the Preamble to 15 x 10'; the text panels to 4' x 22'; and the UN logo to a 15' diameter. Slides were shown which presented the massing in the plaza and the rhythm of the proposed insets.

Added to the design were two 2' x 12' granite walls at the end of the promenades which would hold identification of the UN information and charter members. He indicated that DPW Landscape Architecture department has informed him of a proposed change of the light standards in the area which would affect the ability to place the names of the countries as they joined the UN. The Civic Design Committee took a very strong position of wanting the existing light standards to remain stating that the space should be retained for future generations and the design preserved. The approval of the design of light standards is given to the Art Commission by the Charter Section 3.601.

The Committee liked the sense of the place being created by the design and the space being used as a marker and a theme area, but was concerned about the design being too spotty.

The existing obelisk presents design problems and how it should relate to the new elements. Ms. Lehane was asked to again check with Lawrence Halprin about the original intent of the obelisk and its importance to the existing design and the potential for its removal if it improves the overall design of the plaza.

The following changes and suggestions were made concerning the design:

1. It was suggested that the UN logo and the Preamble be switched in locations. This would keep all the geometric hard shaped text panels within the promenade space. The circular shaped logo would relate to the circular shapes of the flag poles and announce the space with the recognized logo. The Preamble would be on the prominent axis in center of the promenade.

2. The granite pavers will require a border which is a design detail the Committee would like to see at the next approval.

3. The 2 x 12 ' wall ends were eliminated. The use of two existing bollards or the potential replacement of the bollards with an elegant appropriate shape was suggested if something at the ends to carry a message is deemed necessary.

4. The Buckminster Fuller Dymaxiom of the world was eliminated. This allows for the commemorative proposal to occupy the specific space of the promenade and retains the Market Street Plaza space design.

The next presentation should resolve the size of the text within the granite field, the significance, purpose and use of the obelisk, and how granite slab panels will be broken into component sections.

The final discussion conerned the bench design element. The overall design proposes to replace the existing wood benches with granite benches. The Committee felt that wood was a warmer, more inviting material for seating. Unless the UN 50 Anniversary Committee could develop a better design for the benches, it was the position of the Civic Design Review Committee that the existing benches should remain.

The Committee recommended a Phase I approval of the basic design concept. See Reports and Orders:

III. CIVIC DESIGN GUIDELINES

The revised Civic Design Review Guidelines were considered with minor changes to the wording suggested before final approval.

IV. REPORTS AND ORDERS:

1. Motion to approve the basic design concept for the UN 50th Anniversary Commemoration for United Nations Plaza.
   Motion: John Kriken
   Consensus: Unanimous

V. ADJOURNMENT

The meeting was adjourned at 5:15 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

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CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY ~~MAY 16, 1994~~
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

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I. **Roll Call**

II. **SAN FRANCISCO COURTS BUILDING** — **PHASE II**
Judge Hanlon/ San Francisco Courts
Bobbie Sue Hood/ Hood Miller Associates
John M.Y. Lee/Mark Cavagnero Assoc./John M.Y. Lee

III. **MUNI OPERATOR RESTROOMS** — **PHASE II**
Duncan Watry/ MUNI Service Planner
Catherine Cronin/ Project Manager

IV. **SHARP PARK CLUBHOUSE AND RESTAURANT ADDITION** — **PHASE II,III**
Kevin Mills or Tim Kavala/Taylor Restaurant Systems
Deborah Learner/Recreation and Park Department

V. **SAN FRANCISCO GENERAL HOSPITAL MENTAL HEALTH FACILITY** — **Potrero Street Elevation Change**
Herbert McLaughlin, Kelly Galloway/Kaplan McLaughlin Diaz

VI. **CIVIC DESIGN REVIEW GUIDELINES**
Recommendation to adopt revised Civic Design Guidelines
Debra Lehane/SF Art Commission

VII. **STAFF REPORT:**
-Richmond Recreation Center: Discussion of possible repositioning of building on lot

VIII. **ADJOURNMENT**

City and County of San Francisco

AGENDA.WPS 5/10/94

25 Van Ness Ave. Suite 240 San Francisco CA 94102 tel 415.252.2590 fax 415.252.2595

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
May 16, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
John Kriken	
Robert LaRocca	
Anne Healy	

Staff Present
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator

II. SAN FRANCISCO COURTS BUILDING **PHASE II**
Judge Hanlon/San Francisco Courts
Bobbie Sue Hood/Hood Miller Associates
John M.Y. Lee/Mark Cavagnero Assoc./John M.Y. Lee

John Lee reviewed outstanding design issues from the last Civic Design Review of the project. The first item for discussion involved the mechanical roofline and whether to have a mansard to screen the mechanical. The Committee preferred the design without a mansard and instructed the architects to keep the penthouse simple and as low as possible. The next item involved the cupola at the entrance. The Committee requested that the architects study the cupola further and develop various flat approaches to the corner. The Committee expressed interest in seeing how the joint line of the building to the sidewlak will be detailed. Mr. Lee explained that there is a subtle color and texture change which occurs at the base of the building. The materials identified for the project are Sierra white granite for the facade, gray coated lead for the roof, stainless steel at the entrance, medium gray for the trim color and light green glazing for the windows. Stone or metal buttons are being considered for the window sill, but has not been finalized as a decision. The Committee asked if a decision had been made as to how the building would be identified and asked for information regarding the building ID at the next meeting. The architects advised the Committee of the potential for the garage door to be moved to the Polk Street side of the building. The Committee expressed a preference for the garage to be on the Redwood Alley side saying that a garage door on Polk Street looked like a "mouse hole" and out of place. Finally, the Committee asked the architects to be prepared to advise the Committee about the street/landscape language which will surround the building. This includes street lighting, sidewalk materials, trees, and details of the entry paving. The Committee expressed an interest in keeping the streetscape in the Civic Center uniform. The architects expressed a preference for no trees adjacent to the building. The Committee recommended a Phase II approval. See Reports and Orders.

III. **MUNI OPERATOR RESTROOMS** **PHASE II**
Duncan Watry/MUNI Service Planner
Catherine Cronin/Project Manager

Duncan Watry and Catherine Cronin reviewed for the Committee the proposed sites for the Muni operator restrooms and any comments from the public or problems identified with the site from the last review of the project.

1. Jackson and Webster - The unit fits into the indentation of Jackson Street. Site was approved.
2. 46th and Wawona - The unit could not be placed where the Committee had suggested due to a motel stairway, but was placed to group with an existing handicap ramp. Site was approved
3. 20th and 3rd Street - The Committee preferred that the unit be moved 1-2' away from the building corner to separate the structure from the building. Site was approved.
4. Kearny and Embarcadero - It was confirmed that the site preferred by the Committee would accommodate the unit. Site was approved.
5. Chestnut and Fillmore - The project sponsors met with the school principal. The principal preferred that the unit be moved to the Fillmore side of the building to an unlandscaped area near the auditorium entrance. Site was approved.
6. Lyon and Greenwich - The community preferred to have the unit moved downhill to a block with commercial uses. The community also preferred a roof with a tile treatment. The modified unit with tile was not approved. The Committee indicated that the Ocean Beach design should be used or the standard unit design. Site was approved.
7. 48th and Point Lobos - The unit is being placed in the city's right of way north of the proposed site. The activity across the street from the location is more commercial. Site was approved.

The materials are a cast concrete in a warm beige tone with clear glass block insets and a metal door to match the body color. The Committee recommended a light sand blasting be included in the specs. The Committee also requested design detail to the top edge of a flashing with an up turn which would give a simple 3/4" definition to the top edge. The Committee moved to recommend a Phase II approval. See Reports and Orders.

IV. **SHARP PARK CLUBHOUSE AND RESTAURANT ADDITION** **PHASE II,III**
Tom Cavala/Taylor Restaurant Systems
Deborah Learner/Recreation and Park Department

Tom Cavala presented new drawings which identified concerns from last month's review of the project. The drawings showed that the door had been moved and the windows made to wrap the corner of the building as requested by the Committee. The top design of the window replicated the shadow and detail of the existing windows. The sidewalk has had a 6" stem wall added. The beige color, determined by the Recreation and Park Department, will match the existing color. Juniper tams will be planted in landscaped areas. The roof will be a Maxitile terra-cotta red. The gutter will hide the edge of the roof The Committee moved to recommend a Phase II and III approval for the project. See Reports and Orders.

V. **CIVIC DESIGN GUIDELINES** **DISCUSSION**
Debra Lehane, Art Commission

The Committee asked that a Construction/Implementation statement be added to the end of the guidelines which identifies the responsibility of the applicant to inform the Commission of any changes which occur to the approved design during the construction of the project. The guidelines were approved with the added language. See Reports and Orders.

VI. **STAFF REPORT: RICHMOND RECREATION CENTER**
Tim Lillyquist, Recreation and Park Department

Tim Lillyquist of the Recreation and Park Department explained that the Department has reconsidered the inclusion of the parking lot for the Richmond Recreation Center and is considering an alternative to the parking. Instead of a parking lot, the Department is considering 90 degree parking on 18th and 19th Avenues next to the building. To accomplish this, they are proposing to move the building on the lot 8-10' east creating a green zone on the 19th Avenue side of the building. Advantages to this proposal include more street parking for the community, the recreation center sits in a mini-park setting with more landscaped areas available around the building. The building is also set apart from the residential community as having a different function. The informal inquiry by Mr. Lillyquist was to request the Civic Design Review Committee's reaction to the proposed change before committing funds from the Recreation and Park Department for the modification. The Committee indicated that the proposal had merit and as long as the community accepts the idea and the artist, Seyed Alavi remain involved in the redesign of the landscaped areas and new design opportunities that they had no design objections.

VIII. REPORTS AND ORDERS:

1. Motion to approve the San Francisco Courts Building Phase II.
   Motion: Anne Healy
   Consensus: Unanimous
2. Motion to approve MUNI Operator Restrooms Phase II.
   Motion: Bob LaRocca
   Consensus: Unanimous
3. Motion to approve Sharp Park Clubhouse and Restaurant addition Phase I, II.
   Motion: Bob LaRocca
   Consensus: Unanimous
4. Motion to adopt the revised Civic Design Review Guidelines.
   Motion: Bob LaRocca
   Consensus: Unanimous

X. **ADJOURNMENT**
The meeting was adjourned at 5:20 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

MINUTES.WPS/ 5/23/94

SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE GUIDELINES

INTRODUCTION

The Art Commission's responsibility for the approval of the design of structures on city property is identified in Charter Section 3.601. The charter gives power to the Commission for the review and approval "with respect to the design of buildings, bridges, viaducts, elevated ways, approaches, gates, fences, lamps or other structures erected or to be erected upon land belonging to the city and county, and concerning arches, bridges, structures and approaches which are the property of any corporation or private individual and which shall hereafter be erected or contracted for, and may advise in respect to lines, grades and platting of public ways and grounds." (San Francisco Charter Section 3.601)

The San Francisco Art Commission adopted, in 1993, the following **Mission Statement**:

The San Francisco Art Commission is the City Agency that champions the arts in San Francisco. Believing that a creative cultural environment is essential to the City's well being, our programs integrate the arts into all aspects of City Life.

The first goal in the Strategic Plan of the Art Commission is *"To ensure the highest quality of urban design where the arts are a constant presence."* The urban design review responsibility is assigned to a standing subcommittee of Commissioners called the Civic Design Review Committee. The Committee is composed of two architects, one landscape architect and one artist.

The Civic Design Review Committee has a responsibility to insure that civic projects clearly reflect the public interest by being appropriate to their surroundings in design, scale, massing, and are easily accessible, safe, comfortable, and respresent the highest urban design standards.

SUBMISSION REQUIREMENTS: Architectural and Civic Design Projects

Projects submitted to the San Francisco Art Commission are evaluated in accordance with a three phase review process which allows the Commission to assist the applicant in developing a project that will attain a high level of design quality and fit appropriately into the urban environment. The review process also assists the applicant by providing Commission guidance prior to the expenditure of large amounts of time and capital in the preparation of detailed design and construction documents.

Applicants seeking project review and approval from the Art Commission should send a letter requesting that the project be placed on the agenda of the Civic Design Review Committee. Such letters of request must be received at the Commission's office by noon Monday one week prior to the scheduled monthly Civic Design Committee meeting. The project will be scheduled by the Civic Design Review Coordinator for review. The mailing address is: Civic Design Review, San Francisco Art Commission, 25 Van Ness Suite 240, San Francisco, CA 94102

25 Van Ness Ave. Suite 240 San Francisco CA 94102 tel. 415.252.2590 fax 415.252.2595

CIVIC DESIGN REVIEW SUBMISSION REQUIREMENTS

The Commission's Civic Design Review Committee will make one of the following recommendations - either "approval" or "approval with contingencies" or "disapproval" - to the full Art Commission at its next regularly scheduled meeting. The Civic Design Review Committee may choose to withhold approval/disapproval, requesting the applicant to re-submit the project for design approval. All contingencies must be removed for Final Phase III approval. Project with pending environment reviews will not receive a final Phase III approval until the certification of any Environmental Impact Report or Negative Environmental Declaration has occurred.

Applicants are required to have a representative available at the Civic Design Committee's meeting to explain their project and answer questions of the Committee. Attendance of the applicant at the full Commission meeting is not required - unless specifically requested by the Committee.

Project Submission Requirements are as follows:

PHASE I SCHEMATIC DESIGN REVIEW

Purpose: To review the project in its conceptual and schematic form.

The Phase I introductory presentation to the Committee is critical in defining the project. The presentation should begin with a general introduction of the project and the project sponsor's goals. This introduction should contain history of the project and/or building and its historical significance, if appropriate. The departmental programming concerns, requirements, functions and services which are or will be performed within the building or project should be established. Within the presentation, architectural criteria such as building massing, specific design goals and concerns should be reviewed. It is the responsibility of the presenting agency to identify for the Committee any Master Plan considerations, Environmental reviews, or comments of other reviewing agencies (i.e. Landmarks Board). Major projects may require more than one meeting before Phase I approval is obtained.

Concerns:

1. Location of the project site;
2. Relationship of the proposed construction to the site and its effect on the surrounding community;
3. General form, appearance, and character of the project as it relates to the surrounding physical environment;
4. General materials of construction; and
5. Potential for art enrichment within the scope of the project

Minimum Requirements:

1. Photographs of the actual building site and the immediate surrounding area (black and white, or color 8 x 10 ", mounted on light-weight board not to exceed 30 x 40 " in dimension that will also include a site map identifying the exact location and surrounding vicinity of the project).
2. Schematic design drawings mounted on light-weight board not to exceed 30 x 40 " in dimension. (Exceptions to the maximum size may be made for projects the scope and scale which require larger drawings.)

Phase I. cont.

While drawings are preferred with color applied to differentiate areas and materials, black-and-white drawings will be accepted. Drawings should include:

a. Site plan including surrounding area;
b. Schematic building elevations plans and sections;
c. Perspective sketch(es) - **Note**: sketches are desired but not required for landscape or playground projects.

The applicant will be responsible for transporting drawings, materials samples, and other visual aids to all required meetings.

3. Three-dimensional study or presentation models are desirable when appropriate but not always required. However, such models may be required at the discretion of the Civic Design Committee or the full Art Commission.
4. Documents identifying project funding sources to identify eligible art enrichment projects.

Note: If a project is determined to be art enrichment eligible, the applicant or appropriate representative shall agree to meet with the Commission's Public Art Staff to develop preliminary plans for the incorporation of art work(s) in the project <u>p r i o r t o</u> Phase I review and approval of the project by the Civic Design Committee.

Should the Visual Arts Committee elect to make no recommendation for inclusion of art enrichment in the project, the applicant shall receive a document so stating and shall be released from any further obligations regarding art enrichment in the project.

PHASE II DESIGN DEVELOPMENT REVIEW

Purpose

To Review the project in more detail prior to applicant's commencing with contract documents.

Phase II Design review begins with a brief summary of the Phase I discussion which identifies the areas of concern to be addressed during the Phase II review.

Concerns:

1. Detailed site development including landscaping;
2. Specific Architectural design or urban design appearance;
3. Specific materials and textures;
4. Design details as they affect project appearance;
5. General color scheme: and
6. Detailed art enrichment proposal for the project, if applicable, describing the parameters of the program, type of art work to be considered, location(s), and funding amounts to be allocated for art work.

Minimum Requirements:

1. All materials submitted for Phase I review with further design development. Drawings to be mounted on light-weight board not to exceed 30 x 40" in dimension. Color coding desired but not required.

Minimum Requirements Cont.

2. Landscape schematic plan to be mounted on light-weight board not to exceed 30 x 40 " in dimension. Color coding desired but not required.
3. Samples of proposed colors and materials.
4. Outline of the art enrichment program for the project and proposed budget for art work.

Note: The applicant or appropriate representative shall consult with the Commission's Visual Arts Committee in order to finalize the art enrichment plan p r i o r t o Phase III review of the project by the Civic Design Committee.

PHASE III CONTRACT DOCUMENT REVIEW

Purpose: To insure that the completed project will conform to earlier submittals and that the final project is acceptable as to quality, appropriateness of materials and aesthetic merit of design. Should any design changes occur after Phase III review or as a result of the bid process, it is the sponsors responsiblity to return with the project for an additional Phase III review and approval/disapproval of changes.

Concerns:

1. Final design details as they affect the project aesthetic and function;
2. Specific materials, textures, and finishes;
3. Site development details;
4. Specific external colors and any internal colors affecting exterior appearance;
5. External project graphics and signage; and
6. Art Enrichment project details describing their relationship to local aesthetic, environmental, and social concerns.

Minimum Requirements:

1. One set of bound substantially complete project working drawings (color coding of important drawings and details will speed review).
2. Project's exterior color scheme to be mounted on a light-weight board not to exceed 30 x 40" in dimensions.
3. Project's exterior graphics and signage to be presented in most descriptive and convenient manner.
4. Evidence that applicant is working with the Commission's Visual Arts Committee on art enrichment for the project.

CONSTRUCTION/IMPLEMENTATION:

It is the responsibility of the applicant to inform the Art Commission of any changes which affect the design and/or materials as approved by the Art Commission through the Civic Design Review three phase process.

FURTHER ENQUIRIES SHOULD BE DIRECTED TO THE COORDINATOR OF THE CIVIC DESIGN REVIEW COMMITTEE. 252-2593

Adopted: May 16, 1994 CDR Committee CDRGUID.WPS 5/20/94

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY JUNE 20, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

PROGRAMS

Civic Art Collection
Civic Design Review
Community Arts
& Education
OPS Symphony Concerts
Public Art Program

Street Artists Licenses
Suite 70
415.252.2581

Art Commission Gallery
155 Grove Street
415.554.9682

A G E N D A

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THE REGULAR MEETING OF THE CIVIC DESIGN REVIEW COMMITTEE FOR JUNE 20, 1994 IS CANCELLED. THE NEXT REGULAR MEETING IS SCHEDULED FOR JULY 18, 1994.

AGENDA.WPS 6/15/94

City and County of
San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA 94102 tel. 415.252.2590 fax 415.252.2595

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5/94

SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY AUGUST 15, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call

II. SOUTH BEACH PARK SUBSTATION
PHASE I, II
Ken Jew, Project Manager/Public Utilities Commission

III. NEW SHERIFF'S FACILITY - 5TH FLOOR ADDITION
PHASE I, II
Woody Jones, Ernie Ramilo/Bureau of Architecture

IV. SAN FRANCISCO COURTS BUILDING
PHASE II, REVIEW AND DISCUSSION
Mark Cavagnero/Mark CavagneroAssoc./John M.Y. Lee
Bobbie Sue Hood/Hood Miller Associates

V. BEACH CHALET REHABILITATION PROJECT/GOLDEN GATE PARK
PHASE I, II
Deborah Learner/Recreation and Park Dept.
Clark Manus/Heller and Leake Architects
Jorge Alfaro, Catherine Carroll/Bureau of Architecture

VI. FIRE STATION # 37
PHASE I, II
Chris Bigelow, Roger Wong/Bureau of Architecture

VII. OCEAN BEACH TERMINAL KIOSK PROJECT/LA PLAYA AND CABRILLO
PHASE I
Catherine Cronin, John Katz/MUNI

VIII. STAFF REPORTS
A. MID EMBARCADERO OPEN SPACE PROJECT
B. SAN FRANCISCO GALLERY, 155 GROVE

City and County of
San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA 94102 tel. 415.252.2590 fax 415.252.2595

VIII. Staff Reports (cont)

C. CIVIC CENTER STUDIES

IX. ADJOURNMENT

AGENDA.WPS 8/10/94

ACCESSIBILITY INFORMATION

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Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

For more information on accessible transit, call (415) 923-6142.

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY SEPTEMBER 19, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call

II. SAN FRANCISCO COURTS BUILDING
PHASE II, REVIEW AND DISCUSSION OF CUPOLA
Mark Cavagnero/Mark CavagneroAssoc./John M.Y. Lee
Bobbie Sue Hood/Hood Miller Associates

III. BEACH CHALET REHABILITATION PROJECT/GOLDEN GATE PARK
APPROVAL OF MURAL ROOM FINISHES
Deborah Learner/Recreation and Park Dept.
Clark Manus/Heller and Leake Architects
Jorge Alfaro, Catherine Carroll/Bureau of Architecture

IV. SOUTH BEACH PARK SUBSTATION
PHASE III
Ken Jew, Project Manager/Public Utilities Commission

V. MID-EMBARCADERO OPEN SPACE PROJECT PRESENTATION
Rebecca Kohlstrand, Project Manager

VI. INTRODUCTION TO SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN
Gene Bordegaray, Administrator, Bureau of Design and Construction

VII. DOWNTOWN STREETSCAPE PLAN PRESENTATION
Evan Rose, Planner, Department of City Planning

VIII. STAFF REPORTS
A. SAN FRANCISCO GALLERY, 155 GROVE (Commissioner Meyer)

IX. ADJOURNMENT

City and County of San Francisco

AGENDA.WPS 9/12/94

25 Van Ness Ave. Suite 240, San Francisco, CA 94102 tel. 415.252.2590 fax 415.252.2595

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Agenda Item VI-4-b

M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
September 19, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
Anne Healy	
Rod Freebairn-Smith	
William Meyer	
Bob LaRocca	

Staff Present
Debra Lehane

II. San Francisco Courts Building Phase II
Mark Cavagnero - Mark Cavagnero Assoc./John M.Y.Lee
Bobbie Sue Hood - Hood Miller Associates

Mark Cavagnero reviewed for the Committee the design and materials of the corner cupola. The cupola material is a thermal finished sierra white granite. Detailed drawings of how the cupola meets the corner were presented. Questions concerning the appropriate height of the circular window at the top of the corner unit were answered, resulting in the height remaining as depicted. Commissioners Freebairn-Smith, Meyer and LaRocca voted for approval. Commissioner Healy opposed the approval.

Motion to approve San Francisco Courts Building cupola Phase II.

Motion: Rod Freebairn-Smith
Consensus: Freebairn-Smith, Meyer, LaRocca Aye
Healy opposed

III. San Francisco Beach Chalet Phase II
Jorge Alfaro, Bureau of Architecture
Clark Manus, Heller and Leake Architects

After a brief introduction of the Beach Chalet project by Jorge Alfaro, Clark Manus presented a drawing of the proposed flooring pattern of ceramic quarry tile. The flooring is proposed to be 8 x 8" quarry tiles in three shades of brown with a black band that plays off the border of the mosaic band on the mural walls. The Committee requested to see the actuals tiles and the results of an acoustics study at the Phase III review of the project. The floor finish of the interior stairs will be a restoration of the original design in vinyl.

Motion to approve the interior finishes for the main mural room San Francisco Beach Chalet Phase II.

Motion: Rod Freebairn-Smith
Consensus: Unanimous

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IV. South Beach Park Sub Station Phase III
Ken Jew, Public Transportation Commission

Ken Jew introduced Richard Clair, project designer. Mr. Clair reviewed the elevation drawings and samples for the Committee. The Committee requested that the PTC request the Redevelopment agency to coordinate the design of the fence with the buildings. Mr. Clair indicated that he would pass the request on to Mr. Yamagita of the Redevelopment Agency.

Motion to approve the South Beach Park Sub Station Phase III.

Motion: William Meyer
Consensus: Unanimous

V. Mid Embarcadero Open Space
Rebecca Kohlstrand, Waterfront Transportation Project

Rebecca Kohlstrand of the Waterfront Transportation Project explained that the objective of the Mid Embarcadero Open Space Report was to establish a major civic plaza across from the Ferry Building. The report looked at four major issues: Land Use, Open Space, the Art Program and the Financial Strategy. Land Use discussion focused on blocks 202 and 203. Consideration is being given to developing half of block 202 with the other half being dedicated to public use and would remain open space. The block might be developed by building a hotel, residential development, or retail uses. The report indicates a desire to define a strong activated urban edge. Height limits have been determined by Proposition K at 40 feet for lot 202 and 80 feet along Drumm Street.

The report's formal recommendation for roadway alignment supported by the Citizens Advisory Committee and the Technical Advisory Committee is Alternative C, as presented in the report.

The report assumes that the MUNI layover at the southern edge of the open space stays in place, but the City will look for alternatives to that location.

Two designs for roadway cross sections presented to the Committee are still under debate.

The Art Program provides for both integrated pieces and commissioned pieces. The Embarcadero Ribbon Project and Signage projects will be considered for continuation into the plaza.

Redesign of the area is being estimated at $18 million.

The Environmental Impact Report considering roadway alignment is linked to the review of the Transbay Terminal Separator. The draft EIR is due July 1995.

There are no mid block crossings for pedestrian between Mission and Howard. Due to the width of the roadways,pedestrians will require two lights to cross the Embarcadero Roadway.

The Committee discussed concerns about the Market Street Connection and the F line. Ms. Kohlstrand advised the committee about the Federal review of transportation elements known as "4F". The 4F review is triggered when transportation projects encroach on recreational open space. The WTP is concerned that the 4F process would delay the project and Rec/Park did not wan the encroachment.

The Committee expressed concern about a cohesive "beautiful" plan. Ms. Kohlstrand responded that the next step is to bring in an urban design consultant. An artist is be included as part of the design team.

Members of the Public were invited to testify:

Eula Walters: Ms. Walters expressed concern about retaining open space and the opposed future potential development of lots 202 and 203. See attached letter.
Norman Rolfe: Mr. Rolfe supported the location of the MUNI layover and would even like to see it closer to the Ferry Building. He urged resistance to efforts that would move the MUNI terminal away from the water terminal.
Bob Tibbits: Mr. Tibbets, representing the Telegraph Hill Dwellers, supported aspects of the curved roadway. He also mentioned that it would be possible for the Port and Rec/Park to trade land which would circumvent the Federal 4F approval process. Finally, he noted that the MUNI layover was located in the sunniest area of the plaza.
Clark Manus: Mr. Manus, President of the American Institute of Architects (AIA), advised the Committee that the majority of individuals and groups participating in the review of the Mid Embarcadero believe that Alternative C for the roadway is not a compromise, but rather the best alternative. The Citizens Advisory Committee reviewed critical issues. One of those critical issues being the width of the sidewalks on the land side of the roadway. Allowing the MUNI layover to encroach into the sidewalk space will effect the logic to the sidewalk widths. He urged careful consideration of the report.
Morton Beebe: Mr. Beebe presented a folder which supports the use of lots 202 and 203 for a World Center building complex managed by a nonprofit center. The Committee asked how realistic is a Trade Center? Mr. Beebe indicated that he feels the backers have the ability to provide the center and is discussing the possibility with the Redevelopment Agency.

The Committee indicated that during the next phase of developing the urban design, the MUNI layover space needs to be considered carefully.

Commissioner Healy stated that she supported Alternative B because it provides a better finale to Market Street. She was also of the opinion that the 16' medians were not wide enough for pedestrians.

The presentation did not require a motion.

VI. San Francisco International Airport Master Plan
Gene Bordegaray, Bureau of Design and Construction

Gene Bordegaray of the San Francisco International Airport presented to the Committee an overview of the Airport projects and Master Plan. The Master Plan was approved in 1992. The first group of critical projects in Group A consist of the International Terminal Complex, Boarding Areas A and G, and the Ground Transportation Center. The Master Plan includes a people mover system and may access Bart. Projects in Group B consists of smaller projects which will begin in about one and one half years. A cargo facility is being developed in the West Field area and cargo and aircraft maintenance is planned for the North Field area. Additional long term parking will be developed. The $2.4 billion dollar project has a $1.9 billion construction budget. The Committee was handed copies of the "Master Plan Executive Summary" and "New International Terminal Complex" briefing papers prepared by the Airports Commission. A special design review committee meeting has been scheduled for September 26th at 3 PM in the offices of Skidmore, Owings and Merrill to begin review of the Airport projects. The presentation did not require a motion.

VII. San Francisco Downtown Streetscape Plan
Evan Rose, Urban Planner/City Planning Dept.

Evan Rose, Urban Planner for the Planning Department defined the downtown district which is covered in the Planning Department's draft plan "Destination Downtown, Streetscape Investments for a Walkable City". The streets in the Downtown district have been divided into four types of street typology: 1. Civic Streets (i.e. Market, Embarcadero, Van Ness);2. Base Case (regular street);3. Second level street;4. Special Streets. The issues considered in the plan were safety and aesthetics. Each different street typology defines levels of pedestrian activities, street furnishings, sidewalk cafes and other amenities. Implementation of specific recommendations of the downtown plan will require funding from different sources. Some projects will be covered by Prop B sales tax revenues ($3 mil over 10 years). Other funding sources will be through grants and the private sector. The discussion turned to areas of concern for the Committee. The removal of historic street lamps and recent legislation passed by the Board of Supervisors was a concern and was discussed. Also concern over gaining control of the proliferation of newsracks. The Committee hoped that the Newsrack ordinance drafted by DPW would be implemented. The amount of space for sidewalks cafe zones should be looked at and possibly increased. The Downtown plan will become an implementation document of the Master Plan. The Committee agreed to review the plan and to consider a formal approval at the October meeting. There was not motion.

VIII. Staff Reports
San Francisco Art Commission Gallery, 155 Grove

Commissioner Meyer presented for discussion concepts of fencing the Art Commission Gallery lot and City site lot. One concept also provided for saving the front facade of the Gallery Building. The proposal was discussed and referred to the Visual Art Committee meeting of September 21st for further discussion.

IX. Adjournment

The meeting was adjourned at 7:00 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

Approved: _____
Joanne Chow Winship, Director

MINUTES.WPS/ 9/28/94

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Ref: Item #5

GOLDEN GATEWAY TENANTS' ASSOCIATION

Lorita D. Aarons 440 Davis Court, #1222, San Francisco, CA 94111

September 19, 1994

To: The Civic Design Committee, Art Commission

I have represented the Golden Gateway Tenants' Association at the Mid-Embarcadero Open Space meetings and unfortunately am not at all pleased with the recommendations of the Technical Advisory Committee and the MEOS Subcommittee on the urban design guidelines and land use proposals. I want to share with you our concerns and interests.

We think it is most unfortunate that there is any possibility of a building or buildings on blocks 202 and 203 in this already overbuilt and congested financial area. The two blocks are now open space and park land. They serve a very important purpose - open space between the 4 Embarcadero Centers and the 4 highrise apartment buildings and the town houses of the Golden Gateway Center, and backing up to the Alcoa Building on the west side.

Certainly we want to see a beautiful plaza in front of the Ferry Building but to take away the open space to finance this project would be most unfortunate. It doesn't make sense to improve one space and ruin another. The renters, owners, and workers of this area have always enjoyed this open space -- and now that they are improving the lot closest to the Embarcadero there will be even more active and passive enjoyment of the area.

The World Center would be an ideal tenant for the Presidio and the Farmers' Market well suited to the future plans of the Ferry Building. Both projects would be better suited to other sites and not to blocks 203 and 202.

Thank you for showing consideration for our concerns.

Sincerely,

Lorita D. Aarons

Lorita D. Aarons
Representative for the Golden Gateway Tenants' Association.

CITIZENS for OPEN SPACE and to RETAIN the VAILLANCOURT FOUNTAIN
440 Davis Court, #311
San Francisco, CA 94111
Founder/Representative: Eula M. Walters

To: Civic Design Committee, Art Commission

Re: Mid-Embarcadero Open Space Sub-Committee, 9-19-1994 ITEM #5

The above captioned group of over two thousand persons who live, work, and play around the park (Blocks 202-203) bordering on Washington and Clay Streets respectively North and South, and The Embarcadero and Davis Street, respectively East and West, desire unequivocally that this park remain as open space (OS) for recreational purposes, and that no buildings of any kind be permitted to be permanently built upon it.

Rationale that the park remain open:

- Planning Code 139 which relates to down-town recreational parks requires that where a certain number of people work, live and come on a daily basis that there be a park for regrouping of body and mind.

- According to research this particular park is not part of the so-called right-of-way listed under Senate Bill 181 that must be sold off and the proceeds used for building roadway along The Embarcadero. Furthermore, this is the only parcel listed as open space.

- In addition to the continued use of passive recreation, the park must remain softscape for other active recreational uses, such as volley ball, kids socca field, jogging, aerobics, climbing, soft ball, others. Consideration of skateboarding at the northeast corner of Block 202 which borders on The Embarcadero would be appropriate.

- Childrens playground. There are five Child Care Centers in this vicinity but no adequate open air playground. (Note: No new Child Care Center building is needed. If one should be needed, it should be placed in one of the Embarcadero buildings next to the park, and furnished by the funds alloted for child care by the Embarcadero businesses. Please note that the other child care centers are located in office structures in this area.)

- Buildings which have been proposed for this park, such as, a World center, Farmer's market, Garages, shops, multiple theaters, apartments, condos, office building are not needed. There is other land in the city where these buildings can be placed, but please remember, this park will perish if it is built upon.

- Financing. Just leave the park as it is. It has been landscaped and maintained by the Park-Recreation department for about 30 years (even while the freeway ramps were in place). Please, leave it as it was before the ramps were torn down, with beautiful flowers, grass, trees.

- Concerts, speakers platforms are already in place on Block 203 next to Davis Street. Please note: no road should be cut through this area unless there is going to be a closure of Drumm Street between Clay and Washington Streets.

- In recent years, parades have ended in this area and tens of thousands convened on the park.

- Thank you for your consideration to keep the park open.

Eula M. Walters

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SAN FRANCISCO ART COMMISSION

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING MONWDAY SEPTEMBER 26, 1994
3:00 PM
THE OFFICES OF SKIDMORE, OWINGS & MERRILL
333 BUSH STREET, SUTE 2300
SAN FRANCISCO, CA 94104

A G E N D A

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DUE TO THE LARGE AMOUNT OF VISUAL MATERIALS AND MODELS GENERATED BY THE AIRPORT PROJECT, THE AIRPORT AND ARCHITECTS HAVE REQUESTED THAT THE MEETING TAKE PLACE IN THEIR OFFICES AT 333 BUSH STREET, SUITE 2300. THE MEETING IS OPEN THE PUBLIC

I. Roll Call

II. INTERNATIONAL TERMINAL COMPLEX
PHASE I
Craig Hartman and Michael Willis/Skidmore Owings & Merrill-Del Campo & Maru-Michael Willis & Associates, Joint Venture Architects

III. BOARDING AREA A
PHASE I
Harry Overstreet, Gerson/Overstreet

IV. BOARDING AREA G
PHASE I
Ali Moghaddasi, Hellmuth, Obata & Kassabaum

V. ADJOURNMENT

City and County of
San Francisco

AGENDA3.WPS 9/13/94

SAN FRANCISCO ART COMMISSION
ACCESSIBLE MEETING POLICY

1. This special meeting of the Civic Design Review Committee of the Art Commission will be held at 333 Bush Street, Suite 2300, San Francisco, CA. Three Hundred thirty three (333) Bush Street is located on Bush Street betweem Montgomery and Kearny. Suite 2300 can be accessed by the six main elevators in the lobby of the building to floor 23.

2. The closest accessible BART Station is the Montgomery Station located at the intersection of Market, Montgomery and Post Streets. Accessible MUNI Metro lines serving this location are the J,K,L,M, and N which stop at Montgomery and Market Street, two blocks from the SOM Offices. Accessible MUNI lines serving Bush Street are the 42 Downtown Loop and above grade MUNI buses on Market Street. For more information regarding MUNI accessible services, please call (415) 923-6142.

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4. To allow individuals with environmental illness or multiple chemical sensitivity to attend any meetings, individuals are requested to refrain from wearing perfume or other scented products.

5. Attendant parking in the 333 Bush Street Building is available for a fee. The nearest Public Garage is the Sutter Stockton Street Garage.

6. Accessible seating for persons with disabilities (including those using wheelchairs) will be available.

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY OCTOBER 17, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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Civic Art Collection
Civic Design Review
Community Arts
& Education
OPS Symphony Concerts
Public Art Program

Street Artists Licenses
Suite 70
415.252.2581

Art Commission Gallery
155 Grove Street
415.554.9682

A G E N D A

NOTICE: With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker Cards are available at all meetings. For information related to any of the following matters, please call Debra Lehane, Civic Art Collection Manager, San Francisco Art Commission (415) 252-2593.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

I. Roll Call

II. Approval of Minutes of September 26, 1994
Special Meeting for San Francisco International Airport

III. DOWNTOWN STREETSCAPE PLAN DISCUSSION AND APPROVAL
Evan Rose, Planner, Department of City Planning

IV. CITY HALL SEISMIC RETROFIT
Phase III
Tony Irons, Bureau of Architecture

V. FIRE STATION #37
Phase II
Chris Bigelow, Bureau of Architecture

VI. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VII. STAFF REPORTS
A. 1994/1995 Committee Meeting Calendar Schedule

VIII. ADJOURNMENT

AGENDA.WPS 10/13/94

City and County of
San Francisco

ACCESSIBILITY INFORMATION

**Pursuant to City policy and the requirements of the 1973 Rehabilitation Act and the 1990 Americans with Disabilities Act, all City agencies will make reasonable accommodations to the needs of persons with disabilities.*

Full Commission Meetings, and individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness. All meetings are held in Suite 70, basement level, and can be accessed by the two main elevators in the lobby of the building.

Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

For more information on accessible transit, call (415) 923-6142.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call our **accessibility hotline at** (415)554-8925 to discuss meeting accessibility. In order to assist the city's efforts to accommodate such people, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the city to accommodate these individuals.

American sign language interpreters and/or a sound enhancement system will be available upon request at meetings. Please contact Sonia Gray in the Community Arts and Education Program at (415)252-2596 at least 72 hours prior to meeting. Late requests will be honored if possible.

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY NOVEMBER 21, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call

II. San Francisco Courts Building
Phase III
Bobbie Sue Hood/Hood Miller Associates
Mark Cavagnero/Mark Cavagnero Assoc./John M.Y. Lee
Chuck Drulis, Michael Ross/Ross Drulis Architects

III. Fire Station # 39, 1091 Portola
Phase I
Michael Pierron, Ann Costello/Bureau of Architecture

IV. Fire Station # 24, 100 Hoffman near 23rd Street
Phase III
Philip Sowers, Oscar Recinos/Bureau of Architecture

V. Fire Station # 44, 1298 Girard Street, near San Bruno
Phase III
Philip Sowers, Irene Wong/Bureau of Architecture

VI. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VII. STAFF REPORTS
- Transit Shelters for the North Embercadero (Jill Manton)

VIII. ADJOURNMENT

AGENDA.WPS 11/17/94

City and County of
San Francisco

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
November 21, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present
Rod Freebairn-Smith
Anne Healy
William Meyer

Commissioners Excused

Staff Present
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator
Joanne Chow Winship, Director of Cultural Affairs

II. SAN FRANCISCO COURTS BUILDING PHASE III
Judge Wick, San Francisco Courts
Bobbie Sue Hood, Hood Miller Associates
Mark Cavagnero, Mark Cavagnero Assoc./John M.Y. Lee

Before the presentation from the architects began, Debra Lehane distributed to the Committee copies of the Planning Commission's findings concerning the Environmental Impact Report for the San Francisco Courts Building. The Art Commission is required to accept the Findings of the EIR prior to final design approval of the Courts project. The motion accepting the Findings and the motion for final approval will be part of the Civic Design Review Committee Report on December 5th at the full commission meeting.

Mark Cavagnero presented the package of final working drawings to the Committee. He specifically referred to pages which demonstrated the design of the Court Building's compliance with issues discussed during the Civic Design Review Process.

Public Comment

Susana Montana, Dept. of City Planning: Ms. Montana distributed to each member of the Committee a copy of the Civic Center Study with a cover memorandum. She expressed two concerns: 1. the corner was not chamfered appropriately, and 2. the cupola competed with the dome of City Hall.

Mary Anne Miller, San Francisco Tomorrow: Expressed concern about the public process for review of a major addition to the Civic Center and asked the Committee to extend its review of the design.

Judge Wick for the Courts and Project Manager Clyde Cohen explained how delaying the project further would jeopardize funding and the Courts deadline for occupying the new facility.

The Committee stated that the San Francisco Courts Building had been fully reviewed and saw no reason to delay a final approval.

1. Motion to approve San Francisco Courts Building Phase III.
   Motion: Commissioner Freebairn-Smith
   Consensus: Unanimous

III. FIRE STATION #39 1091 Portola

Peter Wong of the Bureau of Architecture introduced his project colleagues, Mike Pierron and Anne Costello. Captain Bill Shore of the Fire Department was also introduced to the Committee. Fire Station #39 located on Portola Drive near St. Francis Woods was built by Frederick Meyer in 1922. The building underwent a major seismic rehabilitation in 1954 which significantly changed the original appearance of the building. The construction project scheduled to begin in October 1995 provides for a new seismic addition at the rear of the building. The project proposes to provide new female lockers and restrooms, to widen the apparatus doors, to include asbestos abatement and handicap accessible restrooms.

The design proposed by the Architects is a stepped back addition at the rear of the building. The intent of the architects is to have the wood studs structure with stucco exterior finish look like the existing building. They felt that the building had already been significantly changed during the 1954 rehabilitation leaving little of the original historic building and therefor not requiring a design which requires a "historic landmark" approach. The Landmarks Board is being requested to waive their review of the project, however, the Architects had not received a response prior to the Civic Design Review meeting. The Committee asked the Architects to consider how the addition would be set apart from the original structure. The Committee asked the Architects to study window treatments for the addition. The Architects requested that the current review be of the addition only and not the front facade. They are awaiting information from a structural engineer concerning the possibility of widening the front doors. The front facade will be presented at the next Civic Design review of the project. The Committee noted that the gables of the 1922 building had a better proportion and suggested incorporations of details from the 1922 design would add interest to the front facade.

2. Motion to approve Fire Station #39 addition (excluding North Facade) with Architects to provide study of window design alternatives.
Motion: Commission Healy
Consensus: Unanimous

IV. STAFF REPORTS:

Embarcadero: Public Art Director, Jill Manton reviewed for the Committee discussions by the Technical Advisory Committee (TAC) concerning the MUNI platforms for the South Embarcadero. The firm of Sasaki has been asked to design the platforms. Two of which are on the Embarcadero and three which follow King Street for the F Line. The design being considered for the North Embarcadero is a modified version of the Ganett bus shelter. The Committee requested that Ms. Manton invite the Waterfront Transportation Project Manager to attend the next meeting of the Civic Design Review Committee for a more thorough discussion of the design ramifications of these two approaches.

State of California Building EIR: Commissioner Freebairn-Smith agreed to review the draft Environmental Impact Report for the new State Building proposed for Grove Street across from the Federal Building. Comments from the Art Commission are to be submitted to Barbara Sahm for incorporation with other City Comments by December 19th.

IV. Staff Reports (cont)

Visual Art Committee: The Commissioners discussed two items recently part of the Visual Art Committee's agenda and whether it would have been more appropriate for them to have been reviewed by the Civic Design Review Committee. The two items were the MUNI Kiosks for the end of Balboa Street and a privately sponsored request for temporary installation of an umbrella design in Justin Herman Plaza.

V. **ADJOURNMENT**

The meeting was adjourned at 6:00 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

Approved: _____
Joanne Chow Winship, Director

MINUTES.WPS/ 11/28/94

MEMORANDUM

November 22, 1994

TO: Members of the Civic Center Design Review Committee
FROM: Susana Montaña,
Civic Center Study Project Manager
RE: City Civil Courts Building Design

The Planning Department and City Planning Commission have communicated their concerns regarding the proposed Courts Building design to the Project Sponsor and Design Team since April 1994 (please see attached memoranda). On June 23, 1994, by Resolution No. 13713, the Planning Commission approved the reclassification and Master Plan referral steps that were needed for approval of the project **use** and 80 feet **height**. These actions did not address project design concerns. Commission and members of Department staff continue to have concerns regarding the design of the proposed building which, of course, are under the purview of your committee. Since April 1994, these concerns have been expressed in public hearings numerous times to the Project Sponsor and Design Team and have been rejected. For the record, we are reiterating the most serious concerns for your consideration in final design review of the project.

Major Design Concerns:

1. Chamfered Corner Treatment. The proposed corner treatment at Polk and McAllister Street does not reflect the chamfered corner treatment recommended for the four corner lots "framing" Civic Center Plaza in the 1912 and currently proposed Civic Center Plan.

   Page 32 and 42 of the proposed Civic Center Plan and Urban Design Guidelines (attached) state: "The chamfered building corners should not be substituted with convex corners or any other corner treatment as this would defeat the intended effect of providing a strong definition of the Plaza" (page 42).

2. Cupola/Dome Treatment The proposed cupola or dome treatment of the Courts Building is deemed as a competing architectural element with the dome of City Hall. The currently adopted 1974 Civic Center Plan states: "New development in or adjacent to the Civic Center should preserve the visibility and dominance of City Hall." Page 33 of the proposed Civic Center Plan states: "New buildings should be designed to complement the Center's existing architectural character. Any elements which compete with the prominence of City Hall or distract from the unified composition of or design elements employed in the Beaux Arts buildings should be discouraged and avoided."

Attachments

ILE NO. 279-94-2 RESOLUTION NO.

(Findings Pursuant to CEQA)

RESOLUTION INCORPORATING BY REFERENCE FINDINGS MADE BY THE CITY PLANNING COMMISSION, AND ADOPTING FURTHER FINDINGS PERTAINING TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT RELATING TO THE APPROVAL OF AN APPROPRIATION OF FUNDS, PROPERTY RECLASSIFICATION, PROPERTY ACQUISITION, STREET VACATION, LOT LINE ADJUSTMENT, AND PROJECT FINANCING FOR THE SAN FRANCISCO COURTS BUILDING PROJECT, AS ANALYZED IN THE SAN FRANCISCO COURTS BUILDING FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) CASE NO. 93.546E.

WHEREAS, the Final Environmental Impact Report analyzed a project, for construction of the Courts Building on four separate parcels in the northwest portion of the San Francisco Civic Center, north across McAllister Street from City Hall, on the block bounded by McAllister Street, Redwood Alley, Polk Street, and Van Ness Avenue. The project includes acquisition of the Society of California Pioneers building, demolition of three existing buildings, and removal of the parking lot on the Project site and construction of a six-story (plus one basement level), 80 foot tall building containing approximately 240,000 square feet for courtrooms, hearing rooms, support space and parking. The Courts Building will house the Civil Division of the San Francisco Municipal and Superior Courts and the Dependency Section of the Juvenile Court; and

WHEREAS, in reaching decisions concerning the San Francisco Courts building, the City Planning Commission has reviewed and considered the contents of the San Francisco Courts Building Final Environmental Impact Report (hereinafter "FEIR"), Case. No. 93.546E and certified the completion of the FEIR on June 23, 1994; and

WHEREAS, the City and County of San Francisco, acting through the Department of City Planning (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal.Pub.Res.Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal.Admin.Code Title 14, Section 15000 et seq., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"); and

WHEREAS, the Department determined that an Environmental Impact Report was required by publication of the Initial Study on September 17, 1993 and provided public notice of that determination by publication in a newspaper of general circulation on September 17, 1993; and

WHEREAS, on February 4, 1994, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of

the availability of the DEIR for public review and comment and of the date and time of the City Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice; and

WHEREAS, notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site on February 8, 1994; and

WHEREAS, on February 4, 1994 copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse; and

WHEREAS, Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on February 4, 1994; and

WHEREAS, the Commission held a duly advertised public hearing on said Draft Environmental Impact Report on March 10, 1994, at which time opportunity for public comment was given and public comment was received on the DEIR. The period for acceptance of written comments ended March 21, 1994; and

WHEREAS, the Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received and corrected errors in the DEIR. This material was presented in a "Draft Summary of Comments and Responses," published on June 9, 1994, was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices; and

WHEREAS, a Final Environmental Impact Report has been prepared by the Department consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and a summary of comments and responses all as required by law; and

WHEREAS, the Project's Environmental Impact Report files have been made available for review by the Commission and the public, and these files are part of the record before the Commission; and

WHEREAS, on June 23, 1994, the Planning Commission reviewed and considered the Final Environmental Impact Report and found that the contents of said report and the procedures through which

the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31; and

WHEREAS, the Planning Commission, after review, consideration and evaluation of public comments, certified in Commission Motion No. 13712, that the Final Environmental Impact Report was adequate, accurate and objective, and had been completed in accordance with CEQA, CEQA Guidelines and Chapter 31 of the Administrative Code;

WHEREAS, On June 23, 1994, in Resolution No. 13713 the Planning Commission adopted findings regarding the feasibility of alternatives and mitigation measures, and found no project specific significant impact on the environment, although there would be a cumulative significant effect related to seismic safety; now, therefore, be it

RESOLVED, That this Board has reviewed and considered the San Francisco Courts Building FEIR, Case No. 93.546E; and be it

FURTHER RESOLVED, That this Board had adopted Resolution NO. _____ adopting the FEIR, provided that the Resolution No. _____ may be rescinded if this Board fails to approve the supplemental appropriation and resolution authorizing the hold

harmless provision as contemplated in the letter agreement dated June 23, 1994 between the Chief Administrative Officer (CAO), and the Courthouse Construction Fund Committee and Novelaet (USA)Ltd., the owner of the Corinthian Court Apartments adjacent to the Courthouse site, a copy of which is on file with the Clerk of the Board in File No. _____; and be it

FURTHER RESOLVED, That this Board adopts and incorporates by reference all of the findings adopted by the Planning Commission on June 23, 1994 in Resolution No. 13713, attached hereto as Exhibit A, pertaining to the feasibility of alternatives and mitigation measures, significant effects on the environment, the statement of overriding benefits, and adopts the mitigation monitoring program attached as Exhibit "B" to Planning Commission Resolution No. 13713; and be it

FURTHER RESOLVED, That based on the FEIR, this Board of Supervisors finds that (i) no substantial changes have occurred with respect to the circumstances under which the Courts Building Project is to be undertaken which would require important revisions to the FEIR due to involvement of new, significant impacts and (ii) no new information of substantial importance to the Courts Building Project has become available which would indicate the need for subsequent analysis of the environmental impacts, alternatives or mitigation measures; and therefore, no

new effects could occur and no mitigation measures would be required.

Adopted
~~Draft~~ Master Plan Consistency Resolution
June 23, 1994

File No. 93.546ERZVKAT
400 to 460 McAllister St.

Assessor's Block 766,
Lots 2,3,4 and 5

SAN FRANCISCO
CITY PLANNING COMMISSION
~~DRAFT~~ RESOLUTION
ADOPTED

WHEREAS, The City Planning Commission (hereafter "Commission") on June 23, 1994 held a duly advertised public hearing on Application No. 93.546ERZVKAT under Section 302 of the Planning Code to consider consistency with Master Plan policies for the construction of a new city civil courts building at 400 to 460 McAllister Street, Lots 2,3,4 and 5 of Assessor's Block 766, which would require the following four actions: (1) acquisition of 456 McAllister Street property; (2) demolition of three structures located at 450, 456 and 460 McAllister Street; (3) partial vacation of subsurface public rights-of-way along portions of Redwood, Polk and McAllister Streets which abut the proposed courts building; and (4) change of use of the project site from parking, government office and museum use to courts use; and (5) lot line adjustment.

WHEREAS, The Commission has received citizen and City agency comments on the proposed actions presented at a duly advertised public hearing held on June 23, 1994; and

WHEREAS, The proposed actions have been found consistent with the Eight Priority Policies of Section 101.1 of the Planning Code by the City Planning Commission pursuant to Resolution No. ,and the findings are incorporated herein by reference; and

WHEREAS, The proposed actions are consistent with existing policies of the Civic Center Plan which seeks to "maintain and reinforce the Civic Center as the symbolic and ceremonial focus of community government and culture" and which seeks to "develop the Civic Center as a cohesive area for the administrative functions of city, state and federal government, and as a focal point for cultural, ceremonial, and community activities" which would not exclude judicial activities; and

WHEREAS, The Civic Center Plan, in Objective 2, Policy 4, states that the City should "Encourage administrative-oriented governmental functions (executive, legislative, and judicial) to locate in new consolidated facilities rather than being dispersed throughout the adjacent area in leased or rented quarters."; and

WHEREAS, The proposed project would house all civil courts in one facility rather than in disparate leased facilities throughout the City or Civic Center area; and

WHEREAS, The proposed actions do not conflict with other policies of the Urban Design, Transportation, Community Facilities, Residence, Commerce and Industry, Open Space or other relevant elements of the City's Master Plan, and the proposed actions positively address the following relevant policies of the Master Plan:

<u>Commerce and Industry Element</u>

Objective 7: "Enhance San Francisco's Position As A National And Regional Center For Governmental, Health, And Educational Services."

Policy 1: "Promote San Francisco, particularly the Civic Center, as a location for local, regional, state and federal governmental functions."

Transportation Element

Objective 1, Policy 2: "Give priority to public transit as the means of meeting San Francisco's transportation needs, particularly those of commuters."

Policy 4: "Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate."

Policy 5: "Assure expanded mobility for the disadvantaged."

Policy 7: "Seek means to reduce peak travel demands."

Policy 6: "Provide incentives for the use of transit, carpools and vanpools, and reduce the need for new or expanded automobile and automobile parking facilities."

Objective 3: "Give First Priority To Improving Transit Service Throughout The City, Providing A Convenient And Efficient System As a Feasible Alternative To Automobile Use."

Objective 7: "Provide Safe And Pleasant Space For Pedestrians."

Objective 9: "Provide Secure And Convenient Parking Facilities For Bicycles."

Policy 1: "Include facilities for bicycle users in governmental, commercial and residential developments."

Urban Design Element

Objective 2, Policy 4:
"Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development."

Policy 6: " Respect the character of older development nearby in the design of new buildings."

Policy 7: "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character."

Policy 8: "Maintain a strong presumption against the giving up of street areas for private ownership or use, or for construction of public buildings."

Policy 9: "Review proposals for the giving up of street areas in terms of all the public values that streets afford."

Policy 10: "Permit release of street areas, where such release is warranted, only in the lease extensive and least permanent manner appropriate to each case."

Objective 3: "Moderation Of Major New Development To Complement The City Pattern, The Resources To Be Conserved, And The Neighborhood Environment."

Policy 1: "Promote harmony in the visual relationships and transitions between new and older buildings."

Policy 2: "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."

Policy 3: "Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations."

Policy 5: "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."

Policy 6: "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Policy 7: "Recognize the special urban design problems posed in development of large properties."

Policy 8: "Discourage accumulation and development of large properties, unless such development is carefully designed with respect to its impact upon the surrounding area and upon the city."

Objective 4, Policy 3: "Provide adequate lighting in public areas."

Policy 4: "Design walkways and parking facilities to minimize danger to pedestrians."

Policy 5: "Provide adequate maintenance for public areas."

Policy 6: "Emphasize the importance of local centers providing commercial and governmental services."

Policy 13: "Improve pedestrian areas by providing human scale and interest."

Policy 14: "Remove and obscure distracting and cluttering elements."; and

WHEREAS, The proposed amendments is, on balance, consistent with the eight priority policies of Section 101.1 of the Planning Code based on the following findings:

1. The proposed reclassifications will not affect existing neighborhood-serving retail uses as it is anticipated that the reclassifications would permit the construction of a new courts building on the site and existing 450 and 460 McAllister Street buildings housed City government office activities which have been relocated to other buildings located on the periphery of the Civic Center; the 65 space parking lot primarily served clients of public arts establishments and government agencies within the Civic Center, rather than neighborhood-service retail uses; the 456 McAllister Street building housed a museum which served regional or state-wide clients and which will be relocated to a new building within downtown San Francisco; the new courts building will house civil courts activities which are being re-located from City Hall; and, finally, the proposed project will enhance future opportunities for resident employment in and ownership of neighborhood-serving retail uses because the ground floor space will be designed to be adaptable to such uses in that the floor-to-ceiling heights are great enough to allow the ground floor to be raised so that people could enter the first floor without having to ramp or step down, further no beam or structural member would preclude the ability to punch through a direct opening to the McAllister Street ground floor space from the sidewalk.

2. The proposed project will not result in the loss of existing housing and the anticipated development project is being designed to complement the Beaux Arts design character of the Civic Center, and no architectural element would distract from the prominence of City Hall.

3. The proposed project would not affect the City's supply of affordable housing because no housing units would be lost as a result of the project. Although the project would result in the loss of direct sunlight to some of the windows in an adjacent apartment house, all of the individual apartments affected would continue to meet code requirements for light and air.

4. The proposed project would not significantly affect MUNI transit service or existing street capacity as the anticipated project would house courts activities which are re-locating from City Hall, across the street from the project. The city agencies and museum which were re-

located from the project site are located outside of the Civic Center. The proposed project includes a variance from off-street parking requirements, and the project would displace a net of ~~between 15 and 40~~ 38 public parking spaces in the area. However, displaced parking demand could be accommodated in area garages, except on approximately 45 weekdays per year when special events occur in the Civic Center.

5. The proposed project would not affect the diverse economic base of the City as the anticipated development would house city courts activities rather than commercial office space. The private museum is expected to relocate into vacant space in downtown San Francisco.

6. The proposed project would allow a development which would replace buildings which do not meet current seismic safety standards with a structure which meets all code standards.

7. The proposed project would allow construction of a building for which demolition of a potentially historic building would be required. The building at 450 McAllister Street is included within the Civic Center National Register Historic District although it is not identified as a contributory building and is not included in the National Register Landmark District. None of the three buildings within the project site is an individual City, State, or National Register landmark, nor are they rated in the Department's 1976 Architectural Survey. However, the 450 McAllister Street building is rated "C", of contextual importance, in the Foundation for San Francisco's Architectural Heritage (hereinafter "Heritage) survey of buildings outside the C-3 districts. Neither 456 nor 460 McAllister Street buildings were rated by Heritage. Because of the Heritage rating of the 450 McAllister Street building, the building may be considered a historic building subject to Section 101.1 review by the Zoning Administrator. The Zoning Administrator would review the demolition permit of 450 McAllister Street to find consistency with Section 101.1. The Zoning Administrator generally requests the advisce of the Landmarks Preservation Advisory Board (hereinafter "Landmarks Board") regarding review of demolition permits of landmark or historic buildings. On March 12, 1994, at a regularly scheduled public meeting, the Landmarks Board reviewed an informal request by the Project Sponsor for demolition of the 450 McAllister Street building. The Landmarks Board voted to not object to its demolition. They also voted to recommend approval of the new courts building on the project site which approval would be required if the proposed Civic Center Historic District legislation was adopted. The Zoning Administrator will consider the Landmarks Board recommendations when the appropriate demolition and building permits are submitted for Department review. The Landmarks Board actions lead the Department to believe that the demolition of the 450

McAllister Street building to accommodate construction of a new courts building will not affect a landmark or historic building;

8. The proposed project would allow development of a building which would not generate new demand for parks or open space services in the area, yet would, for a very short period during certain times in the evenings, cast a shadow on the existing temporary tot lot within Civic Center Plaza. Based on information in the Final Environmental Impact Report for the proposed courts building, the Commission believes that the new shadow would not significantly affect the use of the tot lot nor Civic Center Plaza. However, if after consultation with the Recreation and Parks Commission and their staff and after review of public comments, the Commission finds that project-related shadows onto Civic Center Plaza are potentially significant, the Commission shall impose conditions on the project, including alterations to the project design, to insure compliance with Section 295 of the Planning Code; and

Note: Additions are noted by underline
Deletions are notes by « parenthesis »

WHEREAS, the Final Environmental Impact Report analyzed a project, for construction of the Courts Building on four separate parcels in the northwest portion of the San Francisco Civic Center, north across McAllister Street from City Hall, on the block bounded by McAllister Street, Redwood Alley, Polk Street, and Van Ness Avenue. The project includes acquisition of the Society of California Pioneers building, demolition of three existing buildings, and removal of the parking lot on the Project site and construction of a six-story (plus one basement level), 80 foot tall building containing approximately 240,000 square feet for courtrooms, hearing rooms, support space and parking. The Courts Building will house the Civil Division of the San Francisco Municipal and Superior Courts and the Dependency Section of the Juvenile Court; and

WHEREAS, in reaching decisions concerning the San Francisco Courts building, the City Planning Commission has reviewed and considered the contents of the San Francisco Courts Building Final Environmental Impact Report (hereinafter "FEIR"), Case. No. 93.546E and certified the completion of the FEIR on June 23, 1994; and

WHEREAS, the City and County of San Francisco, acting through the Department of City Planning (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal.Pub.Res.Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal.Admin.Code Title 14, Section 15000 et seq., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"); and

WHEREAS, the Department determined that an Environmental Impact Report was required by publication of the Initial Study on September 17, 1993 and provided public notice of that determination by publication in a newspaper of general circulation on September 17, 1993; and

WHEREAS, on February 4, 1994, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the City Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice; and

WHEREAS, notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site on February 8, 1994; and

WHEREAS, on February 4, 1994 copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to

those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse; and

WHEREAS, Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on February 4, 1994; and

WHEREAS, the Commission held a duly advertised public hearing on said Draft Environmental Impact Report on March 10, 1994, at which time opportunity for public comment was given and public comment was received on the DEIR. The period for acceptance of written comments ended March 21, 1994; and

WHEREAS, the Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received and corrected errors in the DEIR. This material was presented in a "Draft Summary of Comments and Responses," published on June 9, 1994, was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices; and

WHEREAS, a Final Environmental Impact Report has been prepared by the Department consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and a summary of comments and responses all as required by law; and

WHEREAS, the Project's Environmental Impact Report files have been made available for review by the Commission and the public, and these files are part of the record before the Commission; and

WHEREAS, on June 23, 1994, the Planning Commission reviewed and considered the Final Environmental Impact Report and found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31; and

WHEREAS, the Planning Commission, after review, consideration and evaluation of public comments, certified in Commission Motion No._____, that the Final Environmental Impact Report was adequate, accurate and objective, and had been completed in accordance with CEQA, CEQA Guidelines and Chapter 31 of the Administrative Code; and

WHEREAS, the Planning Commission, after review and consideration of said Final Environmental Impact Report, hereby does find that the Project described and evaluated in the main text of the Environmental Impact Report:

A. Will have no project specific significant impact on the environment; and

B. Will have a cumulative significant effect on the environment in that it would increase the daytime population on the project site above existing conditions that would be subject to substantial danger during a major earthquake. Such population would contribute to congestion, which, along with the debris in the streets, would impede the access of emergency services responding to fire and other earthquake related emergencies. Although the San Francisco Courts Building would meet the most current building and seismic engineering requirements of the San Francisco Building Code and the new building would be more resistant to earthquake damage than are the existing buildings on the project site, mitigation that would eliminate significant environmental impacts in San Francisco from a major earthquake nearby is not available.

WHEREAS, the following Alternatives to the Project described in the FEIR, which may reduce or avoid the impacts of the project and which are not included as part of the project, are infeasible for the reasons set forth below:

Alternative A: The "No Project" alternative is infeasible because it would not accomplish the City's and the Project Sponsor's objectives for the project. For example, the No Project alternative would not create a new Courts Building more adequately suited for the current and future needs of the courts, and the litigants, witnesses, jurors and visitors who use the courts. Nor would the No Project alternative result in development of a prominent Beaux-Arts style public building on one of the four corners of Civic Center Plaza, consistent with the 1912 Civic Center Plan and complementory to existing major Civic Center structures. In addition, the No Project alternative would not result in the replacement of existing structures with a seismically safer structure.

Alternative B: The Alternative Site alternative is infeasible because it would not accomplish many of the City's and Project Sponsor's objectives for the project. For example, this alternative would not result in enhancement of the Civic Center National Register Historic District by development of a compatible Beaux-Arts style building consistent with the 1912 Civic Center plan. Nor would this alternative further strengthen the Civic Center as the center of municipal and state government or promote efficiency and convenience between City government and

the Courts as effectively as the proposed project site. In addition, this alternative is not as feasible as the proposed project because the City would have to purchase the entire site for this alternative, whereas, the City owns the majority of property necessary for the proposed project alternative.

Alternative C: This alternative, which represents a project without any exceptions to the Planning Code, is infeasible because it would not meet the City's and the Project Sponsor's objectives for the project, and it is not an environmentally superior alternative with respect to transportation impacts. For example, the 70-foot height limit associated with this alternative would either prevent construction of a Courts Building with sufficient space to accommodate existing or future operations, or would prevent the 12 foot ceiling heights in the courtrooms that are ncessary to preserve sight lines and sound quality and meet the operational requirements of the court function. Nor would a 70 foot structure enhance the Civic Center National Register Historic District and be complementary to existing historic buildings because a 70 foot structure would have cornice lines 10 feet shorter than those of the City Hall wings and the State Building. In addition, this alternative would not be environmentally superior in that it would require about 500 parking spaces on site, increasing localized traffic and adversely affecting area intersections.

Alternative D: This alternative, which would preserve the existing City Hall Annex, is rejected as infeasible because the City's and Project Sponsor's objectives for the project would not be satisfied. For example, preservation of the City Hall Annex would displace 18 of the approximately 43 courtrooms proposed as part of the project, thereby significantly diminishing the operational advantages of a new Courts building.

Alternative E: This alternative includes two subalternatives: the project with no parking, and the project with a second subsurface parking level. The no parking subalternative is rejected because it would not meet the City's and Project Sponsor's objectives for the project. For example, it would not accommodate parking needs of the judiciary, and would further increase the parking deficit in the Civic Center area as a result of the proposed project.

The subalternative with two parking levels is rejected as infeasible because it would require additional excavation and dewatering, which could increase the amount of contaminated soils that would have to be removed and disposed of, and could result in greater effects on potential subsurface cultural resources; now

THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the San Francisco Courts Building Final Environmental Impact Report, Case No. 93.546E; and be it further

RESOLVED, that the Planning Commission rejects Alternatives A, B, C, D, and E as described in the FEIR as infeasible for the reasons stated above; and be it further

RESOLVED, that the Planning Commission also rejects an alternative site for the Court's Building analyzed in the EIR for the San Francisco New Main Library (Case No. 90.808E, Final EIR certified February 27, 1992) as Alternative E, Existing Library as Courts Facility. That alternative was for a 23-courtroom facility and law library, and as such would not meet the Project Sponsor's and City's objectives to develop a 43-courtroom facility to consolidate functions and meet the current and future needs of the judiciary. The site of the existing Main Library was not analyzed as an alternative site in the San Francisco Courts Building EIR because the EIR included an analysis of a reasonable Alternate Site alternative, Alternative B; the existing-library-as-courthouse alternative would have greater impacts on architectural and historic resources than the project as proposed in Alternative B; and the existing Main Library and 45 Hyde Street properties could not accommodate the space requirements and provide secure access as would the project as proposed; and be it further

RESOLVED, that pursuant to CEQA Section 21002, the Planning Commission considered the mitigation measures described in the EIR, and finds as follows:

A. Mitigation Measures identified in the FEIR as proposed as part of the project, or under consideration by the project sponsor, by topic under Cultural Resources, Transportation, Hazards, Geology, and Water Quality, have been adopted by the project sponsors, as set forth in Exhibit A;

B. The Planning Commission adopts the Mitigation Measures proposed in the Final EIR relating to Construction Air Quality as modified as set forth in Exhibit A on p.5;

C. All other Mitigation Measures identified in the FEIR are infeasible because they are within the jurisdiction of other agencies to approve or outside the jurisdiction of the Planning Commission, as set forth in Exhibit A; and be it further

D.77 Resolved, that the following measures are not necessary to mitigate adverse environmental impacts, but are nevertheless incorporated by the Project Sponsor in the project:

Courthouse contractors will be required to comply with the San Francisco Noise Ordinance, Article 29 of the Police Code, (including, Section 2915 notwithstanding anything to the contrary herein). Specifically, Section 2907(b) of the

Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools, will "not exceed 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance."

Courthouse contractors will be required to comply with the provisions of the San Francisco Noise Ordinance that require impact tools and equipment including jack-hammers, pile drivers, and impact wrenches to have both intake and exhaust mufflers to the satisfaction of the Director of Public Works. Pavement breakers and jack hammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works as best accomplishing maximum noise attenuation. "In the absence of manufacturer's recommendations, the Director of Public Works may prescribe such means of accomplishing maximum noise attenuation as he deems to be in the public interest." (Police Code, Article 29)

Courthouse contractors will be required to comply with Section 2908 of the San Francisco Noise Ordinance, prohibiting construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Notwithstanding anything to the contrary herein, no construction work will occur on the weekends except under extraordinary circumstances.

Courthouse contractors will be required to comply with obtaining prior approval from the construction manager for the location of large stationary construction equipment, such as large compressors, generators, and large dewatering pumps.

Courthouse contractors will be required to comply with locating stationary noise generating construction equipment at a distance as far from the Corinthian Apartments as is feasible throughout construction of the Courthouse.

Equipment, such as large compressors, generators, and large dewatering pumps will be enclosed in one inch plywood sheds. They will be fully enclosed with the exception of openings required for air intake and exhaust which would be baffled and located to face Polk Street or away from residential uses. Where feasible, noise will be reduced by locating stationary equipment in pit areas and excavated areas which will serve as noise barriers. For example, a stationary dewatering pump can be placed in an excavated footing or pit for dewatering.

Courthouse contractors will be required to erect a security fence placed around the project site. Additional temporary construction barriers will be required along the western edge and around the Courthouse as construction progresses in order to prevent access from and to the adjacent property.

Construction noise will be monitored, along with monitoring of other aspects of the project, on an ongoing basis during demolition and construction under the direction of the Department of Public Works, Bureau of Construction Management, ("DPW BCM") Division of Site Assessment and Remediation. Weekly summaries of all mitigation monitoring will be submitted to the Resident Construction Manager at DPW BCM; and be it further

RESOLVED, that the Planning Commission finds that, following the inclusion of all mitigation measures as noted, the Project would not have a project-specific significant impact on the environment, but would have a significant cumulative impact regarding seismicity in that it would increase, above existing condition, the daytime population on the Project site that would be subject to substantial danger during a major earthquake. Such population would contribute to congestion, which, along with the debris in the streets, would impede the access of emergency services responding to fire and the other earthquake related emergencies. Although the new Courts Building would meet the most current building and seismic engineering requirements of the San Francisco Building Code and the new building would be more resistant to earthquake damage than are the existing buildings on the project site, mitigation that would eliminate significant environmental impacts in San Francisco from a major earthquake nearby is not available; and be it further

RESOLVED, the Planning Commission finds that the following benefits are generated by the San Francisco Courts Building project:

A. Development of a prominent Beaux-Arts Style public building on one of the four corners of Civic Center Plaza, a use consistent with the 1912 Civic Center Plan and complementary to existing major Civic Center structures and design and replacing an undeveloped parcel and architecturally inconsistent buildings;

B. Further strengthening of the Civic Center as the symbolic and ceremonial focus of community, municipal and state government and culture; emphasis of a key public building through visually prominent siting; maintenance of the formal architectural character of the Civic Center in the McAllister and Polk Street facades; provision of a sense of identity and

cohesiveness through unifying building design with street and Civic Center design; and maintenance of existing street as public transit, vehicular and pedestrian corridors;

C. Design of this part of Civic Center to promote efficiency and convenience within and between governmental entities represented and to provide for their orderly expansion; provision of convenient access to and circulation within the Civic Center and support facilities and services; location of buildings employing large number of employees and/or attracting large numbers of clients and visitors in convenient pedestrian proximity to public transit and off-street parking facilities, all in a manner consistent with San Francisco's Master Plan, San Francisco Planning Codes and particularly the Civic Center Area Plan;

D. Creation of the new Courts Building more adequately suited to the current and future needs of the civil divisions of the San Francisco Municipal and Superior Courts and the dependency Section of the Juvenile Court and the litigants, witnesses, jurors, and visitors who use the courts;

E. Provision of a new courts building which takes advantage of existing technologies and is adaptable to forseeable new technologies to improve access to justice and reduce the cost of justice;

F. Provision of a new court building which facilitates the fair, prompt and cost effective hearing of disputes for litigants and the public;

G. Provision of a new facility for the San Francisco Municipal and Superior Courts which is better suited to modern management and court administration practices and improves the productivity of court personnel;

H. Provision of a completely accessible Courts facility, capable of serving persons with physical disabilities;

I. Provision of a new Courts facility designed to meet the most current building and seismic engineering requirements of the San Francisco Building Code;

J. Accommodation of about 400 full-time equivalent jobs, and projected increase of about 20 full-time equivalent jobs at the site; and be it further

RESOLVED, That this Planning Commission after balancing the unmitigated adverse effects on the environment and the benefits of the Project, concludes that the benefits of the Project which would result in a new, improved Courts Building near Civic Center

Plaza and adjacent to City Hall, override the unmitigated adverse effects on the environment; and be it further

RESOLVED, That the Planning Commission adopts the mitigation monitoring program attached hereto as Exhibit B; and be it further

RESOLVED, That the City Planning Commission, pursuant to Part III, Section 3.527 (Mandatory Referrals) of the San Francisco Charter, finds the four proposed actions necessary to the development of a new civil Courts Building to be consistent with the San Francisco Master Plan and the Priority Policies set forth in City Planning Code Section 101.1 as stated above.

EXHIBIT A

CULTURAL RESOURCES

MEASURES PROPOSED AS PART OF THE PROJECT

*• The sponsor would retain the services of an archaeologist.

Given the archival history of the project site, an historical archaeologist would be present during site excavation and would record observations in a permanent log. The ERO would also require cooperation of the project sponsors in assisting such further investigations on site as may be appropriate prior to or during project excavation, even if this results in a delay in excavation activities.

Should archaeological resources be found following commencement of excavation activities, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the LPAB. Excavation or construction activities which might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively for all instances where the ERO has required a delay in excavation or construction) to permit inspection, recommendation and retrieval, if appropriate. Upon receiving the advice of the consultants and the LPAB, the ERO would recommend specific action to protect the resources, if necessary.

Following site clearance, an appropriate security program would be implemented to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in an appropriate repository as determined by the ERO. Copies of the reports prepared according to these mitigation measures would be sent to the California Archaeological Site Survey Office at Sonoma State University along with three copies to the ERO.

TRANSPORTATION

MEASURES PROPOSED AS PART OF THE PROJECT

- In order to provide for pedestrian safety during the project construction period, the project sponsor would require the general contractor to ensure that covered four-foot pedestrian walkways be maintained along the McAllister Street and Polk Street frontages during the construction period, where construction would pre-empt sidewalk space, and that pedestrian traffic would be prohibited or there would be signs diverting pedestrian traffic from Redwood Street if needed.

- During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic (including transit) conflicts. The project sponsor and construction contractor(s) would meet with the

Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, SamTrans, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops and preferred vanpool parking), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for construction or which later become known. Such potential development includes, but is not limited to, the State Office Buildings at 350 McAllister Street/455 Golden Gate Avenue. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any concurrent nearby projects that are planned for construction or become known.

- To minimize the potential for pedestrian-truck conflicts during construction, the project sponsor would post signs at the construction site and advise construction truck drivers of the presence of the Civic Center Tot Lot.

- The project sponsor would, in consultation with the Municipal Railway, install eyebolts or make provisions for direct attachment of eyebolts for MUNI trolley wires on the proposed building wherever necessary or agree to waive the right to refuse the attachment of eyebolts to the proposed buildings if such attachment is done at City expense

- While subsurface sidewalk vaults are discouraged, if vaults are included in the project, or because the basement would extend beneath street rights-of-way, the project sponsor would design subsurface vaults to allow for possible future widening of adjacent streets. Vault design would be of sufficient strength to carry maximum vehicular live and dynamic loads. Design of the vault area to accommodate street trees would also be made, subject to Department of Public Works approval. In addition, should vaults exist or be installed as part of the project, the project sponsor would accommodate and pay for the installation of all subsurface footings, supports and foundations as may be required for future public improvements such as street lights, street trees, trolley wire poles, signs, benches, transit shelters, etc. within project vault areas. Placement of such improvements is entirely within the discretion of the City.

- The ramp or vehicle elevator leading to the project parking area would include warning device(s) (lighted signs and noise-emitting devices) to alert pedestrians to vehicles exiting the structure, and signage to alert exiting drivers to pedestrians.

- Lighted and/or audible indicator(s) would be installed inside the project parking area to alert other drivers and employees to the presence of vehicles using the ramp or elevator.

MEASURES THAT COULD BE IMPLEMENTED BY OTHER AGENCIES

- The City could act upon or endorse the implementation of transportation mitigations described in the *Mission Bay EIR* Vol. II, Section VI.E, Mitigation, pp. VI.E.214-VI.E.217 for the year 2000 and VI.E.224-VI.E.231 for 2020, and in the *South of Market EIR*, pp. 189-194. The measures for the year 2000 include: constructing and

maintaining rail rapid transit lines from downtown San Francisco to suburban corridors and major non-downtown centers in San Francisco; increasing funding for Vehicle Acquisition Plans for San Francisco and regional transit agencies to expand existing non-rail transit service; providing exclusive transit lanes on City streets and on freeways; reducing incentives to drive by discouraging long-term parking; encouraging carpools, vanpools, and bicycle use; improving pedestrian circulation within downtown San Francisco; and providing transportation brokerage services. The *Mission Bay EIR* describes various types of measures to illustrate the magnitude of improvements needed to mitigate the impacts of regional growth in 2020.

Some of the implementing actions would require approval by decision-makers outside the City and County of San Francisco; many of the measures would require action by City agencies other than the City Planning Commission, such as the San Francisco Public Utilities Commission and/or Board of Supervisors. All except such things as providing transportation brokers would require funding from or approval by MTC. These measures are system-wide measures that must be implemented by public agencies. Other than project-specific measures such as the relevant transportation mitigation measures described above as part of the project or such measures as the Transit Impact Development Fee assessment required by San Francisco ordinance 224-81 (not applicable to the project) which contribute indirectly to implementation of these system-wide measures, it is not appropriate to impose mitigation at system-wide levels on individual projects.

- Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects (CULCOP). In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

HAZARDS

MEASURES PROPOSED AS PART OF THE PROJECT

- The project sponsor would ensure that a building survey were conducted (possibly as part of the asbestos survey) to identify polychlorinated biphenyl (PCB)-containing electrical or hydraulic equipment, lead-based paint, fluorescent lights potentially containing mercury vapors, and other potentially hazardous building materials. If necessary to protect public health, construction workers, or the environment, removal and abatement of identified hazardous building materials or other hazardous substances would be conducted prior to demolition of existing structures, as required by the Bay Area Air Quality Management District, the California Occupational Safety and Health Administration, and federal, state and local laws, including Titles 22 and 23 of the *California Code of Regulations* (hazardous materials and water quality) and the City's Hazardous Materials Ordinance.

- In the event that soils or groundwater affected by chemicals are removed from the

project site, the project sponsor would ensure that a Hazardous Materials Management Plan is prepared and implemented for planned hazardous materials handling, removal and disposal activities. The Hazardous Materials Management Plan would include a description of any additional sampling that would be performed for further site characterization, planned hazardous materials handling methods, removal and disposal procedures. The Hazardous Materials Management Plan would require that all hazardous materials handling, removal and disposal be undertaken in accordance with applicable federal, state and local hazardous materials laws and regulations.

- If dewatering were required for construction, the project sponsor would ensure that the Hazardous Materials Management Plan would include procedures for analyzing groundwater for chemicals, including sampling in the vicinity of the former waste oil tank in accordance with the City's Industrial Waste Ordinance to determine if groundwater may be discharged to the sewer system. Disposal of groundwater from dewatering activities would be conducted in accordance with the City's Industrial Waste Ordinance (Public Works Code, Article 4.1). The Regional Water Quality Control Board would be notified if water quality impacts are identified, in accordance with applicable regulations.

- In the event that soils affected by chemicals are to be left in place on the project site, the project sponsor would carry out any studies and remediation directed by the California Department of Toxic Substances Control or the Regional Water Quality Control Board.

- During the initial stages of excavation, the potential presence of underground storage tanks (USTs) would be evaluated by uncovering areas where the USTs are suspected. Any USTs identified there or elsewhere on the site would be remediated and any hazardous materials released from the USTs would be removed in accordance with the requirements of Article 21 of the San Francisco Health Code (the San Francisco tank removal ordinance) and Title 23 of the *California Code of Regulations*.

- The project sponsor would work with Chevron to ensure that soil and groundwater quality affected by petroleum hydrocarbon releases at the former service station site are investigated and remediated in accordance with applicable regulations. If water quality impacts are identified, reports (including, for example, sample locations, chain of custody forms, and laboratory analysis reports) would be sent to the Department of Public Health, and the Regional Water Quality Control Board would be notified.

- The project sponsor would ensure that dust control measures are included in the mitigation measures for air quality to minimize the potential public health impact associated with visible dust emissions and air quality pollutants. The project sponsor would ensure that a dust control program is implemented to minimize potential public health impacts, including impacts to sensitive receptors, associated with exposure to respirable nuisance dust. This would include regular watering of exposed soil and covering the stockpiles and trucks carrying spoil materials. (See also Mitigation Measure under Construction Air Quality.)

- The project sponsor would ensure that from the time that ground surfaces are exposed

until the time that all remedial activities have been completed, a fence is erected around the area where chemicals have been identified in the soil and site access is restricted to necessary personnel. Warning signs prohibiting access by the general public onto the project site would be posted at all construction access points. Access would be limited to authorized personnel only.

- The project sponsor would ensure that the construction contractor provides and implements a Health and Safety Plan prepared by a certified industrial hygienist to the City, to meet all applicable federal, state, and local environmental and worker safety laws. The Plan would establish policies and procedures to protect workers and the public from potential hazards posed by hazardous materials at the project site, and it would be prepared according to federal and California OSHA regulations for hazardous waste health and safety plans. The Site Health and Safety Plan would include items such as the following, as applicable to site conditions: identification of contaminants, potential hazards, material handling procedures, dust suppression measures, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment used during construction to verify health and safety of workers and the public, measures to protect public health and safety, and emergency response procedures.

*• In order to reduce potential injury to building occupants during an earthquake or other catastrophic emergency, an evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

*• To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

CONSTRUCTION AIR QUALITY

MEASURES ADOPTED AS MODIFIED

*• The project sponsor would require the contractor(s) to sprinkle the site with water during demolition, excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition, excavation and construction at least once per day to reduce particulate emissions.

This measure is adopted as proposed except that non-potable water may not be used for dust control. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. However, the project

sponsor would require that the contractor(s) seek an exemption under Ordinance 175-91 from the requirement to use reclaimed water for this purpose in order to minimize truck traffic and noise and ensure adequate dust control. The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

GEOLOGY

MEASURES PROPOSED AS PART OF THE PROJECT

*• One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.

• Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.

*• Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

*• Should dewatering be necessary, the project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities and buildings that could potentially occur as a result of dewatering. If dewatering is necessary, monitoring wells would be installed as required around the outside of the excavation to monitor the water level throughout the construction period. Recharge of groundwater could be performed if a substantial drop in water levels took place outside of the excavation.

*• If dewatering were necessary, groundwater pumped from the site would be retained in a

holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain / sewer lines.

*• The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain / sewer lines, if this is found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

*• The project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

WATER QUALITY

MEASURE PROPOSED AS PART OF THE PROJECT

*• See the fifth and sixth measures under Geology, above, for mitigation proposed to prevent sediment from entering storm sewers.

Exhibit B.

SAN FRANCISCO NEW COURTHOUSE

MITIGATION MONITORING PROGRAM

Prepared By: Chief Administrative Office
City and County of San Francisco

I. INTRODUCTION

This document has been prepared in compliance with Section 21081.6 of the Public Resources code for the mitigation measures contained in the San Francisco Courts Building (93.546E). The mitigation measures are identified by major impact category relating to both demolition and construction. Each measure is repeated verbatim from the final EIR with responsible party and the related action for each of the mitigation measures proposed as part of the project.

SAN FRANCISCO NEW COURTHOUSE
MITIGATION MEASURE MONITORING PROGRAM

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II MITIGATION MEASURES

SECTION A: CULTURAL RESOURCES

MEASURES PROPOSED AS PART OF THE PROJECT

Mitigation Measure:

The sponsor would retain the services of an archaeologist.

Given the archival history of the project site, an historical archaeologist would be present during site excavation and would record observations in a permanent log. The ERO would also require cooperation of the project sponsors in assisting such further investigations on site as may be appropriate prior to or during project excavation, even if this results in a delay in excavation activities.

Should archaeological resources be found following commencement of excavation activities, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the LPAB. Excavation or construction activities which might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively for all instances where the ERO has required a delay in excavation or construction) to permit inspection, recommendation and retrieval, if appropriate. Upon receiving the advice of the consultants and the LPAB, the ERO would recommend specific action to protect the resources, if necessary.

Following site clearance, an appropriate security program would be implemented to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in an appropriate repository as determined by the ERO. Copies of the reports prepared according to these mitigation measures would be sent to the California Archaeological Site Survey Office at Sonoma State University along with three copies to the ERO.

Responsible Party:

Courthouse Construction Committee

Action Required:

Include within contract specifications language from mitigation measure. Sponsor to retain services of an archeologist. A copy of language submitted to the Office of Environmental Review. The Courthouse Construction Committee to be responsible for providing OER with copies of all reports required by mitigation measure.

SECTION B: TRANSPORTATION

MEASURES PROPOSED AS PART OF THE PROJECT

Mitigation Measure:

1. Safe Pedestrian Walkways

In order to provide for pedestrian safety during the project construction period, the project sponsor would require the general contractor to ensure that covered four-foot pedestrian walkways be maintained along the McAllister Street and Polk Street frontages during the construction period, where construction would pre-empt sidewalk space, and that pedestrian traffic would be prohibited or there would be signs diverting pedestrian traffic from Redwood Street if needed.

Responsible Party:

Courthouse Construction Committee

Action Required:

Include within contract specifications and plans, details of language from mitigation measure. Construction Courthouse Committee to submit copy of language to the Office of Environmental Review.

Mitigation Measure:

2. During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic (including transit) conflicts. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, SamTrans, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example,

potential relocation of bus stops and preferred vanpool parking), and pedestrian circulation impacts during construction of the project and other nearby projects that are planned for construction or which later become known. Such potential development includes, but is not limited to, the State Office Buildings at 350 McAllister Street/455 Golden Gate Avenue. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any concurrent nearby projects that are planned for construction or become known.

Responsible party:

Courthouse Construction Committee

Action required:

Coordinate locations with Department of Parking and Traffic, MUNI and Golden Gate Transit. Incorporate requirements into specifications. Copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

3. To minimize the potential for pedestrian-truck conflicts during construction, the project sponsor would post signs at the construction site and advise construction truck drivers of the presence of the Civic Center Tot Lot.

Responsible party:

Courthouse Construction Committee

Action required:

The project sponsor to post or have posted signs and advise Construction truck drivers. Notification of sign posting to be submitted to the Office of Environmental Review.

Mitigation Measure:

4. The project sponsor would, in consultation with the Municipal Railway, install eyebolts or make provisions for direct attachment of eyebolts for MUNI trolley wires on the proposed building wherever necessary or agree to waive the right to refuse the attachment of eyebolts to the proposed buildings if such attachment is done at City expense.

Responsible party:

Courthouse Construction Committee

Action required:

Courthouse Construction Committee to meet with Municipal Railroad and incorporate requirements into contract specifications. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

5. While subsurface sidewalk vaults are discouraged, if vaults are included in the project, or because the basement would extend beneath street rights-of-way, the project sponsor would design subsurface vaults to allow for possible future widening of adjacent streets. Vault design would be of sufficient strength to carry maximum vehicular live and dynamic loads. Design of the vault area to accommodate street trees would also be made, subject to Department of Public Works approval. In addition, should vaults exist or be installed as part of the project, the project sponsor would accommodate and pay for the installation of all subsurface footings, supports and foundations as may be required for future public improvements such as street lights, street trees, trolley wire poles, signs, benches, transit shelters, etc. within project vault areas. Placement of such improvements is entirely within the discretion of the City.

Responsible party:

Courthouse Construction Committee

Action required:

Requirements of mitigation measures to be incorporated into contract plans and specifications. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

6. The ramp or vehicle elevator leading to the project parking area would include warning device(s) (lighted signs and noise-emitting devices) to alert pedestrians to vehicles exiting the structure, and signage to alert exiting drivers to pedestrians.

Responsible party:

Courthouse Construction Committee

Action required:

Requirements to be incorporate into contract plans and specifications. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

7. Lighted and/or audible indicator(s) would be installed inside the project parking area to alert other drivers and employees to the presence of vehicles using the ramp or elevator.

Responsible party:

Courthouse Construction Committee

Action required:

Requirements to be incorporated into contract plans and specifications. A copy of language submitted to the Office of Environmental Review.

MEASURES THAT COULD BE IMPLEMENTED BY OTHER AGENCIES

Mitigation Measure:

1. Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects (CULCOP). In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

Responsible party:

Committee for Utility Liaison

Action required:

While not part of the project the sponsor will submitted the project to CULCOP for their notification.

SECTION C: HAZARDS

MEASURES PROPOSED AS PART OF THE PROJECT

Mitigation Measure:

1. Hazardous material abatement

The project sponsor would ensure that a building survey were conducted (possibly as part of the asbestos survey) to identify polychlorniated biphenyl (PCB)-containing electrical or hydraulic equipment, lead-based paint, fluorescent lights potentially containing mercury vapors, and other potentially hazardous building materials. If necessary to protect public health, construction workers, or the environment, removal and abatement of identified hazardous building materials or other hazardous substances would be conducted prior to demolition of existing structures, as required by the Bay Area Air Quality Management District, the California Occupational Safety and Health Administration, and federal, state and local laws, including Titles 22 and 23 of the California Code of Regulations (hazardous materials and water quality) and the City's Hazardous Materials Ordinance.

Responsible party:

Courthouse Construction Committee

Action required:

A predomlition survey will be prepared on the identification of hazardous materials. Abatement of hazardous materials as identified in the survey will occur before demolition. Copy of survey results and building clearance certificate will be submitted to the Office of Environmental Review.

Mitigation Measure:

2. In the event that soils or groundwater affected by chemicals are removed from the project site, the project sponsor would ensure that a Hazardous Materials Management Plan is prepared and implemented for planned hazardous materials handling, removal and disposal activities. The Hazardous Materials Management Plan would include a description of any additional sampling that would be performed for further site characterization, planned hazardous materials handling methods, removal and disposal procedures. The Hazardous Materials Management Plan would require that all hazardous materials handling, removal and disposal be undertaken in accordance with applicable federal, state and local hazardous

materials laws and regulations.

Responsible party:

Courthouse Construction Committee

Action required:

The contract specifications will include requirements for the contractor to prepare of a Hazardous Material Plan. A copy of the specifications will be submitted to the Office of Environmental Review.

Mitigation Measure:

3. If dewatering were required for construction, the project sponsor would ensure that the Hazardous Materials Management Plan would include procedures for analyzing groundwater for chemicals, including sampling in the vicinity of the former waste oil tank in accordance with the City's Industrial Waste Ordinance to determine if groundwater may be discharged to the sewer system. Disposal of groundwater from dewatering activities would be conducted in accordance with the City's Industrial Waste Ordinance (Public Works Code, Article 4.1). The Regional Water Quality Control Board would be notified if water quality impacts are identified, in accordance with applicable regulations.

Responsible party:

Courthouse Construction Committee

Action required:

Requirements of the mitigation measure will be incorporate into the contract specifications. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

4. In the event that soils affected by chemicals are to be left in place on the project site, the project sponsor would carry out any studies and remediation directed by the California Department of Toxic Substances Control or the Regional Water Quality Control Board.

Responsible party:

Courthouse Construction Committee

Action required:

In the event that chemically affected soils are to be left on site, the Courthouse Construction Committee will prepare or have prepared studies as directed by the appropriate local, state or federal agencies. Copies of reports would be submitted to the Office of Environmental Review as necessary.

Mitigation Measure:

5. During the initial stages of excavation, the potential presence of underground storage tanks (USTs) would be evaluated by uncovering areas where the USTs are suspected. Any USTs identified there or elsewhere on the site would be remediated and any hazardous materials released from the USTs would be removed in accordance with the requirements of Article 21 of the San Francisco Health Code (the San Francisco tank removal ordinance) and Title 23 of the California Code of Regulations.

Responsible party:

Courthouse Construction Committee

Action required:

The contract specifications will contain language identifying the requirements of Article 21 of the San Francisco Health Code and Title 23 of the California Code of Regulations relating to Underground Storage Tank Removal. In the event that an underground storage tank is identified appropriate City and State authorities would be notified. would be submitted to the Office of Environmental Review as necessary. Copy of contract language will be submitted to the Office of Environmental Review.

Mitigation Measure:

6. The project sponsor would work with Chevron to ensure that soil and groundwater quality affected by petroleum hydrocarbon releases at the former service station site are investigated and remediated in accordance with applicable regulations. If water quality impacts are identified, reports (including, for example, sample locations, chain of custody forms, and laboratory analysis reports) would be sent to the Department of Public Health, and the Regional Water Quality Control Board would be notified.

Responsible party:

Courthouse Construction Committee

Action required:

Soil and groundwater testing occur prior to excavation to identify the level and extent of petroleum hydrocarbon releases. The sponsor will notify Chevron on all test results. Copies of reports will be sent to OER.

Mitigation Measure:

7. The project sponsor would ensure that dust control measures are included in the mitigation measures for air quality to minimize the potential public health impact associated with visible dust emissions and air quality pollutants. The project sponsor would ensure that a dust control program is implemented to minimize potential public health impacts, including impacts to sensitive receptors, associated with exposure to respirable nuisance dust. This would include regular watering of exposed soil and covering the stockpiles and trucks carrying spoil materials. (See also Mitigation Measure under Construction Air Quality.)

Responsible party:

Courthouse Construction Committee

Action required:

Included within contract specifications dust control language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

8. The project sponsor would ensure that from the time that ground surfaces are exposed until the time that all remedial activities have been completed, a fence is erected around the area where chemicals have been identified in the soil and site access is restricted to necessary personnel. Warning signs prohibiting access by the general public onto the project site would be posted at all construction access points. Access would be limited to authorized personnel only.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

9. The project sponsor would ensure that the construction contractor provides and implements a Health and Safety Plan prepared by a certified industrial hygienist to the City, to meet all applicable federal, state, and local environmental and worker safety laws. The Plan would establish policies and procedures to protect workers and the public from potential hazards posed by hazardous materials at the project site, and it would be prepared according to federal and California OSHA regulations for hazardous waste health and safety plans. The Site Health and Safety Plan would include items such as the following, as applicable to site conditions: identification of contaminants, potential hazards, material handling procedures, dust suppression measures, personal protection clothing and devices, controlled access to the site, health and safety training requirements, monitoring equipment used during construction to verify health and safety of workers and the public, measures to protect public health and safety, and emergency response procedures.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

MEASURES THAT COULD BE IMPLEMENTED BY OTHER AGENCIES

Mitigation Measure:

1. In order to reduce potential injury to building occupants during an earthquake or other catastrophic emergency, an evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

Responsible party:

Building Management Staff

Action required:

The Courthouse Construction Committee will notify the building management staff of the need to prepare and submit a building evacuation and emergency response plan to the Mayors Office or Emergency Services prior to receiving final certificate of building occupancy permit.

Mitigation Measure:

2. To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

Responsible party:

Building Management Staff

Action required:

The Courthouse Construction Committee will notify the building management staff of the need to prepare and post information on the City's emergency response plan.

SECTION D: AIR QUALITY

MITIGATION MEASURE ADOPTED AS MODIFIED

Mitigation Measure:

1. The project sponsor would require the contractor(s) to sprinkle the site with water during demolition, excavation and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition, excavation and construction at least once per day to reduce particulate emissions.

   This measure is adopted as proposed except that non-potable water may not be used for dust control. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. However, the project sponsor would require that the contractor(s) seek an exemption under Ordinance 175-92 for the

requirement to use reclaimed water in order to reduce traffic and noise impacts caused by water trucks and assure adequate dust control. The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

SECTION E: GEOLOGY

MEASURES PROPOSED AS PART OF THE PROJECT

Mitigation Measure:

1. One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications recommendations of the final geotechnical report(s). copy of geotechnical section of the contract specifications be submitted to the Office of Environmental Review.

Mitigation Measure:

2. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality

standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

3. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Responsible party:

Courthouse Construction Committee

Action required:

The Sponsor will retain a special inspector to perform dewatering inspection services as defined in the final soils report. Copy of soils report recommendations submitted to OER.

Mitigation Measure:

4. Should dewatering be necessary, the project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities and buildings that could potentially occur as a result of dewatering. If dewatering is necessary, monitoring wells would be installed as required around the outside of the excavation to monitor the water level throughout the construction period. Recharge of groundwater could be performed if a substantial drop in water levels took place outside of the excavation.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications recommendations of geotechnical report for dewatering control. Copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

5. If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain / sewer lines.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

6. The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain / sewer lines, if this is found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

7. The project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications geotechnical engineers' recommendations regarding settlement markers. Copy of language submitted to the Office of Environmental Review.

SECTION F: WATER QUALITY

MEASURE PROPOSED AS PART OF THE PROJECT

Mitigation Measure:

1. If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain / sewer lines.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

Mitigation Measure:

2. The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain / sewer lines, if this is found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

Responsible party:

Courthouse Construction Committee

Action required:

Include within contract specifications language from mitigation measure. A copy of language submitted to the Office of Environmental Review.

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PROGRAMS
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Civic Design Review
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& Education
S Symphony Concerts
Public Art Program

Street Artists Licenses
Suite 70
415.252.2581

Commission Gallery
155 Grove Street
415.554.9682

CIVIC DESIGN REVIEW COMMITTEE

SPECIAL MEETING MONDAY DECEMBER 12, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

NOTICE: With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker Cards are available at all meetings. For information related to any of the following matters, please call Debra Lehane, Civic Art Collection Manager, San Francisco Art Commission (415) 252-2593.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

I. Roll Call

II. STATE OFFICE BUILDING DRAFT EIR, 455 GOLDEN GATE AVENUE
Comments on draft EIR for new State Office Building

III. SAN FRANCISCO INTERNATIONAL AIRPORT
INTERNATIONAL TERMINAL PROGRESS REVIEW
Craig Hartman, Skidmore, Owings, & Merrill - Del Campo & Maru - Michael Willis & Assocaites, Joint Venture Architects

IV. Adjournment

City and County of
San Francisco

12/8/94AIRAGEN.WPS

ACCESSIBILITY INFORMATION

**Pursuant to City policy and the requirements of the 1973 Rehabilitation Act and the 1990 Americans with Disabilities Act, all City agencies will make reasonable accommodations to the needs of persons with disabilities.*

Full Commission Meetings, and Individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness. All meetings are held in Suite 70, basement level, and can be accessed by the two main elevators in the lobby of the building.

Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

For more information on accessible transit, call (415) 923-6142.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call our **accessibility hotline at** (415)554-8925 to discuss meeting accessibility. In order to assist the city's efforts to accommodate such people, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the city to accommodate these individuals.

American sign language interpreters and/or a sound enhancement system will be available upon request at meetings. Please contact Sonia Gray in the Community Arts and Education Program at (415)252-2596 at least 72 hours prior to meeting. Late requests will be honored if possible.

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MINUTES
SAN FRANCISCO ART COMMISSION
SPECIAL CIVIC DESIGN REVIEW COMMITTEE
December 12, 1994

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:15 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
Anne Healy	
Rod Freebairn-Smith	
William Meyer	

Staff Present
Debra Lehane
Joanne Chow Winship
Jill Manton
Susan Pontious

II. San Francisco International Airport/International Terminal
Progress Review
Craig Hartman/Skidmore Owings and Merrill - Del Campo & Maru -
Michael Willis & Associates, Joint Venture

Craig Hartman began the review by identifying changes to the design of the building which were being implemented as the result of a report from a value engineer. The task of the report was to help the airport to reduce costs for the project. The first major change to be identified was the surface covering for the roof. Replacing the originally proposed metal roof material would be either a modified bituminous sheet roofing or a vinyl membrane system. The change would not be apparent. The second significant change involved the roof being lowered 12-14 feet again as a cost savings measure. Reducing the roof, reduces the volume of the space and reduces the amount of exterior walls. The office space to the rear of the building has been reduced to a 2 story building with an increased width. Two 80 foot long additions have been designed at the ends of the International Terminal which were referred to as shoulder pieces. The shoulder sections are separated from the main terminal and provides the office space which was displaced when the third floor was eliminated from the International Terminal back section. A louvered system has been suggested for the cantilever ends of the Terminal. The cost estimator believes that this would provide more light at less cost. A green zone is proposed for the front of the building. A row of poplars or similar plant was proposed to be on the lower level. The next level would have a green zone anchoring the ends. The approach to the terminal has been better defined. Signage will be critical for directing arrivals to the airport.

The ribbon skylights currently remain in the roof design. The Airport is concerned that the skylights do not reflect glare back to the control tower personnel. The artificial light designed for the interior of the Main Terminal building, diffuses the light by bouncing light off the under side of the roof onto the ceiling. Access to the ceiling and lights is provided by a catwalk system.

The west wall has a louvered wall system which has been designed specifically to address the obvious sun problems. The louvered wall is 3 feet from the glass wall of the terminal building. It is intended to read as a veil in front of the glass. Signage identifying San Francisco International Airport will be on the west wall.

The Commissioners asked the architects to identify the importance of the entry wall to the over all design. The Commissioners advised the architects that they support the best design solution, but was concerned that the important design elements not be lost due to cost evaluations.

The Commissioners supported a proposal by the architects to mass additional space for the rental car agencies in a separate structure so that the International Terminal continues to be the dominant structure.

The Commissioners asked the architects to continue to study the two story glass block element on the shoulder buildings. It was also suggested by the Committee that glare on the east facade may be a problem. Less glass on that facade could potentially provide more funds to the west facade.

The Commissioners commented that the elevations do not accurately reflect the visual entry under the building for travelers going to the other terminals. The architects were asked to modify the elevations to include views of the garage or entry to provide a better sense of the building underpass experience.

The Commissioners expressed a great deal of concern about the airport graphics and signage. Not only in how they impact the views of the building, provide information to the travelers, but also how they are distributed throughout the airport. The Committee would like to see the graphics component coordinated and integrated into the airport complex. The Committee would like the Airport to share its policy on signage and its implementation within the airport. The signage, especially in relation to the roadways need to be coordinated and executed in an "artful" way.

Other comments by the Committee which responded to the architects presentation included:

- Skylights - the roof should maintain its openings to allow direct light into the space. The Committee would like to retain the glass as opposed to another material. The glass was aesthetically superior and a cost savings.
- Shoulder Buildings - should remain subordinate to the main building.
- The committee would like to have the three dimensional model present when the boarding areas are reviewed so that they can relate the design of the boarding areas to the design of the main terminal.
- The light rail system provides an opportunity for the Airport to design a unique interesting car and system.

III. New State Building Draft EIR
Comments

Commissioner Freebairn-Smith agreed to send copies of relevant portions of the EIR to the other Commissioners and Art Commission staff. It was agreed that

the item would be discussed at the December 19th meeting and that Debra Lehane would alert Barbara Sahm, the city's Environmental Review Officer that our comments would arrive on Tuesday morning.

IV. Adjournment

The meeting was adjourned at 6:00 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

Approved: _____
Joanne Chow Winship, Director

MINUTES.WPS/ 12/22/94

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
December 19, 1994

25 Van Ness Avenue Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
Anne Healy	
Rod Freebairn-Smith	
William Meyer	

Staff Present
Debra Lehane

II. New State Office Building Draft EIR Comments

The Committee addressed comments to the Environmental Impact Report which pertained to height/bulk, shadows, pedestrian level, and winds. Susana Montana presented copies of the Planning Departments comments. The Committee thanked Ms. Montana and advised her that the Committee needs her comments sooner in order for them to have time to consider and review the material.

The overall consensus of the Committee was that the New State Office Building was a good project. Specific concerns involved the height and mass of the building. The Committee was not in agreement on this issue. The Committee expressed concerns about the impact on the Philip Burton Federal Building plaza in regards to additional shading during the spring and fall. Another concern shared by the Committee was the severe wind factor. The Committee did not feel that the wind study in the EIR was adequate. The Committee had questions about the canopy on the Golden Gate Avenue facade and whether is would effectively reduce the wind factor or improve the visual impact of the Golden Gate Avenue facade. A suggestion from the Committee to the State project was to chamfer the top few floors of the north facade and to chamfer the northeast and north west corners to mitigate the shade problem. It was also suggested that the severe wind problem could be addressed in a joint effort between the State, the Federal building owners and the City. Finally, the south facade of the New State Building should recede and not compete with the California State Building. Debra Lehane was instructed to draft a response from the Civic Design Review Committee for review. The Environmental Review Officer for the City needed to receive the comment by December 20th for inclusion in the City's response to the EIR.

III. SEWPCP Energy Recovery Facility Phase II

Edmund Shum of the Bureau of Architecture presented the project which had been submitted by Bruce Flynn and reviewed earlier in the year. The Committee asked Mr. Shum to explore a different treatment material for the infill. The Committee suggested that he explore: 1. a skin more appropriate to the other building in the complex; 2. a colored aggregate material; 3. a veneer of colored concrete masonry units. He was asked to return next month.

IV. Fire Station # 24 Phase III

Philip Sower of the Bureau of Architecture presented a small model and briefly reviewed the project. The minutes from the previous meeting were reviewed. The project had no outstanding issues. The final drawing plans were submitted and approved. Mr. Sower was asked to work with the Fire Department in getting the Department to display informational signage on the building in a manner more sympathetic to the architecture.

1. Motion to approve Fire Station # 24 Phase III.
   Motion: Bill Meyer
   Consensus: Unanimous

V. Fire Station # 44 Phase III

Philip Sowers of the Bureau of Architecture was asked to return next month with samples of a material which had been part of a Phase II contingency.

VI. MUNI Operator Restrooms Phase III

Catherine Cronin and Duncan Watry of the MUNI Project Management team review the 10 locations which had been approved as part of the project in previous Civic Design Review Committee meetings. Mr. Watry indicated that 2 or 3 of the locations will be eliminated due to budget constraints. The drawings for the operator restrooms were submitted for review. The Committee moved for approval.

2. Motion to approve MUNI Operator Restrooms Phase III.
   Motion: Bill Meyer
   Consensus: Unanimous

VI. Adjournment

The meeting was adjourned at 6:00 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

Approved: _____
Joanne Chow Winship, Director

MINUTES2.WPS 12/22/94

ACCESSIBILITY INFORMATION

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Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

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Community Arts
& Education
S Symphony Concerts
Public Art Program

Street Artists Licenses
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t Commission Gallery
155 Grove Street
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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY DECEMBER 19, 1994
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer

II. STATE OFFICE BUILDING DRAFT EIR, 455 GOLDEN GATE AVENUE
Comments on draft EIR for new State Office Building

III. SEWPCP ENERGY RECOVERY FACILITY Jerrold at Phelps Streets
Phase II
Edmund Shum, Gary Hoy/Bureau of Architecture

IV. FIRE STATION # 24, 100 Hoffman near 23rd Street
Phase III
Philip Sowers, Oscar Recinos/Bureau of Architecture

V. FIRE STATION # 44, 1298 Girard Street, near San Bruno
Phase III
Philip Sowers, Irene Wong/Bureau of Architecture

VI. MUNI OPERATOR RESTROOMS, Various locations
Phase III
Catherin Cronin, Duncan Watry/ MUNI Project Management

VII. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VIII. STAFF REPORTS

IX. ADJOURNMENT

City and County of
San Francisco

AGENDA.WPS 12/14/94

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY JANUARY 23, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer

II. 911 EMERGENCY DISPATCH CENTER, Turk Street between Gough/Laguna
Phase I
Chris Bigelow/Bureau of Architecture
Heller and Leake

III. CALIFORNIA PALACE OF THE LEGION OF HONOR PARKING PLAZA, Lincoln Park
Informational Presentation and Rotating Temporary Exhibitions Approval
Harry Parker, Debra Frieden, Steve Nash/ Fine Arts Museums
Mark Cavagnero/Project Architect

IV. SEWPCP ENERGY RECOVERY, Jerrold and Phelps Streets
Phase II
Edmund Shum, Gary Hoy/Bureau of Architecture

V. FIRE STATION # 44, 1298 Girard Street, near San Bruno
Phase III
Philip Sowers, Irene Wong/Bureau of Architecture

VI. NEW SHERIFF'S FACILITY, 5TH FLOOR ADDITION, 7th and Bryant
Phase III
Ernie Ramilo, Woody Jones/Bureau of Architecture
Lt. M. LaVigne/Sheriff's Department

VII. EMBARCADERO TRANSIT SHELTER/WATERFRONT TRANSPORTATION PROJECTS
Discussion
Rebecca Kohlstand/Waterfront Transportation Project
Ken Jew/MUNI
Jill Manton/Art Commission

CITY AND COUNTY OF SAN FRANCISCO

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VIII. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

IX. STAFF REPORTS

-Bureau of Architecture (Chris Bigelow): Discussion of Civic Design Review Committee's expectations, procedures and requirements of architects during the three phase review process.

X. ADJOURNMENT

AGENDA.WPS 1/19/95

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
January 23, 1995

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25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
Rod Freebairn-Smith	Anne Healy
William Meyer	

Staff Present
Debra Lehane
Joanne Chow Winship

II. 911 Emergency Dispatch Center
Chris Bigelow, Ralph Jacobson, Gary Hoy/Bureau of Architecture
Clark Manus/Heller and Leake

Chris Bigelow of the Bureau of Architecture provided the introduction to the project. The 911 Emergency Dispatch Center passed by the voters as Prop B in 1994 provides offices, operations and parking for 911 services housing the dispatch for 911 and the Mayor's Office of Emergency Services. The new building will be located on the south side of Turk between Gough and Laguna. The site, in what is known as Jefferson Square, is authorized by the City Charter. The mid block location maximizes the distances from other buildings and traffic intersections which is critical in an emergency.

The project is being "phased". The first phase demolishes the building and builds new basketball courts. The second phase is the new construction and the third and final phase in January of 1998 builds new courts.

Mr. Bigelow introduced Clark Manus of Heller and Leake who described the new 911 facility. Although a public building, the building is designed to have limited public access. The building dimensions are 180 x 113 feet for a total of 16,500 square feet on three levels. The entry is off Turk with parking below grade. The goal of the project is to create maximum efficiency with a basic box design which includes windows and views. The roof is arched to provide greater height for the dispatch units. All mechanical equipment is clustered in the center. The roof contains grill work to vent the mechanical. The building is designed to be self sufficient in an emergency. The architects hope to convey the image of a pavilion in a park setting. The articulation is to provide some definition of the structure of the building. The main entry is located at the northeast corner of the building. Satellite dishes, required for telecommunications have been incorporated into the entry.

Materials proposed for the exterior of the project consist of zinc, solex glazing, black or white mullions, an accent color, white porcelain (to keep the building light in character), steel/metal for building articulation.

Comments from Commissioner Meyer indicated that he liked the shape of the building and the symbolic connection to the Civic Center. He requested that the architects study the ends of the building and that the entrance be strengthened. Glass on the south of the building should differentiate from the

II. 911 Emergency Dispatch Center (cont.)

north and he applauded the energy efficient efforts and design changes from the north and south facades.

Elizabeth Haythornthwaite and George Williams, two members of the public, addressed concerns to the Committee. Both individuals were concerned about the height of the building and wanted the structure to be as low as possible. Commissioner Meyer was comfortable with the height in the context. Commissioner Freebairn-Smith thanked the public for their comments and asked the architects to take their concerns into consideration.

A motion to approve Phase I was moved and approved with instructions to the architects to study the entrance and how it relates to the west end of the structure and to review the mechanical room roof height and its relationship to the other rooflines.

1. Motion to approve 911 Emergency Dispatch Center Phase I.
   Motion: William Meyer
   Consensus: Unanimous

III. California Palace of the Legion of Honor Parking Plaza
   Harry Parker, Debbie Frieden, Steve Nash/Fine Arts Museums
   Mark Cavagnero/Project Architect

Harry Parker, Director of the Fine Arts Museum, presented photographs of the original fountain located in Lincoln Park in front of the Legion of Honor. The Museum is proposing to return the fountain to a reflecting pool. Replacing the plaster profile will be cast concrete. A water element in the fountain will be used on occasions. Adjacent to the fountain will be a parterre. The parterre will permit the museum to program installations of 20th century sculpture for temporary exhibition. The Committee stated their preference for parking to be removed from the area adjacent to the parterre. A motion was moved and approved.

2. Motion to approve: (a) the restoration of the Legion of Honor Parking area fountain to a reflecting pool, (b.) the design for a parterre in the center of the parking area adjacent to the fountain and (c.) the concept of a rotating temporary 20th Century sculpture, exhibition in the parterre.
   Motion: William Meyer
   Consensus: Unanimous

IV. SEWPCP Energy Recovery Facility Phase II
   Edmund Shum, Gary Hoy/Bureau of Architecture

Gary Hoy of the Bureau of Architecture shared with the Committee the research which had been conducted in the alternate materials or method of construction suggested by the Committee at the December 1994 meeting. The Committee was satisfied that the alternatives had been adequately explored and accepted the architects request to remain with the integral colored stucco. A motion was moved and approved.

3. Motion to approve the SEWPCP Energy Recovery Facility, Phase II.
   Motion: William Meyer
   Consensus: Unanimous

V. Fire Station # 44 Phase III

Philip Sowers of the Bureau of Architecture presented a new board of color samples. In an effort to standardize maintenance for the Fire Department, the Fire Department has instructed the architects to make the doors red. The Fire Department contends that this requires that they stock only one color for maintaining the telescoping doors. The Civic Design Committee is concerned about the Fire Department adopting a city wide policy of a single door color. The original palette of colors which calls for a green door was considered by the Committee to be better suited to the historic structure. The Committee asked the architects to relay the Committee's concerns to the Fire Department and passed a motion which maintains a contingency regarding the colors.

4. Motion to approve Fire Station #44 Phase III, contingent upon final approval of the original palette of colors and materials.
   Motion: William Meyer
   Consensus: Unanimous

VI. New Sheriff's Facility, 5th Floor Addition Phase III
   Ernie Ramilo, Woody Jones/Bureau of Architecture

Woody Jones of the Bureau of Architecture submitted for Committee review the bid drawings. No changes had been made to the design or materials since the Phase II review. The project was awarded Phase III approval.

5. Motion to approve the New Sheriff's Facility, 5th floor addition Phase III.
   Motion: William Meyer
   Consensus: Unanimous

VII. Embarcadero Transit Shelter/Waterfront Transportation Projects
   Rebecca Kohlstand/Waterfront Transportation Project
   Ken Jew/MUNI
   Jill Manton/Art Commission

Rebecca Kohlstand and Ken Jew provided the Committee with an update of the design process for the five MUNI platforms installed along the Embarcadero and King Street. Sasaki has been selected as a design consultant on the project. From November 1994 - April 1995 the concept will be developed with community input. The project managers hope to have a final design in April with the platforms being completed by October. Anna Murch, an artist, has been added to the design team. The design goals of the shelters are:
1. to create transparency in the shelter design
2. to provide a sense of continuity as part of a system with a unique feature established for each location
3. to have a modular design system

The advertising panels by Gannett will be turned 90 degrees so that they are viewed by traffic on the streets and will allow open views to the bay.
The Committee asked the project managers to consider:
1. no advertising on the Embarcadero
2. non-direct light sources, concealed light sources
3. subtle back lit opportunities

The general approach was applauded, but concerns continued to be expressed about the amount of advertising and the location of the advertising.

VIII. Staff Reports

Discussion with Bureau of Architecture/Chris Bigelow

The informal discussion with Chris Bigelow concerned a review of the three step process used by the Committee in the review of projects. The process is considered to be adequate, but one new procedure will be added to the Phase I review. To better assist the Committee in preparing for a Phase I review, the architects at the Bureau will provide a project summary. The summary should provide a brief project description, history, site profile and drawings in an 8-1/2 x 11 format. Phase I reviews should always provide three dimensional depictions or isometrics. Projects should strive to be energy efficient.

IX. Adjournment

The meeting was adjourned at 6:30 pm.

Submitted by: Debra Lehane

Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

Approved: _____

Joanne Chow Winship, Director

MINUTES2.WPS 1/31/95

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY FEBRUARY 13, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

PROGRAMS

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer

II. JCDECAUX PUBLIC SERVICE KIOSK, DESIGN APPEAL
400 Montgomery Street
JoAnne Dunec representing The Lurie Company

III. ST. MARY'S SQUARE GARAGE EARTHQUAKE REPAIR PROJECT 433 Kearney Street
Phase I, II
Mr. Andre Salvador, Jorge Alfaro/Bureau of Architecture
Deborah Learner/Recreation and Park Department
John Thomas/Landscape Architecture
Kevin Haggerty/Department of Parking and Traffic

IV. FIRE STATION #39, 1091 Portola Drive
Phase II
Mike Pierron, Ann Costello/Bureau of Architecture

V. FIRE STATION # 44, 1298 Girard Street, near San Bruno
Phase III
Philip Sowers, Irene Wong/Bureau of Architecture

VI. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VII. STAFF REPORTS

VIII. ADJOURNMENT

City and County of
San Francisco

AGENDA.WPS 2/7/95

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M I N U T E S
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
February 13, 1995

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:10 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
Rod Freebairn-Smith	
William Meyer	
Anne Healy	

Staff Present
Debra Lehane

II. 400 Montgomery/JCDecaux Kiosk
Request to change Pillar Style Kiosk to Heritage Style Kiosk

JoAnne Dunec, representing the Lurie Company who own the historic landmark building at 400 Montgomery known as the Kohl Building, presented to the Committee the request to change the Pillar style Kiosk to the Heritage Style Kiosk proposed for 400 Montgomery. Debra Lehane was asked to go back to DPW to request that the kiosk be moved to another corner and to report back.

III. Fire Station # 39, 1091 Portola Drive Phase II

Mike Pierron, Bureau of Architecture, reviewed for the Committee the additions and modifications for Fire Station # 39 located at 1091 Portola which had previously been presented to the Committee. The previous review has focused on how an addition was to be added to the rear of the building. The addition would house an apparatus room, communications, weight room, study and work room.

The apparatus doors on the front facade will be widened. A concrete element between the doors will visually hold up a canopy. New windows will be aluminum and existing wooden windows will be painted rust in color. The new building will be stucco. The front windows will pick up an eyebrow statement from the older design. The metal roll door is gray, the portal entry center support and canopy will be orange. The gunnite will be yellow. The original windows are recessed 1-1/2 feet. The new windows will be recessed 6 inches.

The Landmarks Board has waived review of the project since the original building has been dramatically changed by previous remodels.

The Committee discussed the proportions of the back door and stairs with no resolution. The Architects were asked to look at ways to screen the parking area from the neighbors. The project received a Phase II approval.

1. Motion to approve Fire Station # 39 Phase II.
   Motion: William Meyer
   Consensus: Unanimous

IV. Fire Station # 44 Phase III

Chief Lynch of the Fire Department explained the budgetary issues for maintenance of the telescoping doors. The Fire Department negotiated with the door manufacturer the Colonial Red color which has now become a standard for the City of San Francisco. If the door on Fire Station # 44 were green there would be a $3,000 set up cost from the door company every time parts were needed for the Fire Station # 44 door. The Committee accepted the Fire Department's explanation concerning maintenance costs and the need for the red door. Philip Sower, Bureau of Architecture, submitted another sample of granite which had a larger grain for Committee approval which the Committee approved. A motion approving the color palette was moved and approved which removed the contingency from the project's Phase III review.

2. Motion to approve Fire Station #44 palette of colors and materials with red doors.
   Motion: William Meyer
   Consensus: Unanimous

V. Adjournment

The meeting was adjourned at 5:30 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

Approved: _____
Joanne Chow Winship, Director

MINUTES2.WPS 2/27/95

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY MARCH 27, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

PROGRAMS

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer

II. ST. MARY'S SQUARE GARAGE EARTHQUAKE REPAIR PROJECT 433 Kearney Street
Phase I, II
Mr. Andre Salvador, Jorge Alfaro/Bureau of Architecture
Deborah Learner/Recreation and Park Department
John Thomas, Brian Gatter/Landscape Architecture
Kevin Haggerty/Department of Parking and Traffic

III. ADAM ROGERS PARK RENOVATION Bayview/Hunters Point District between Oakdale Court and Garlington Court, Phase I
John Thomas, Scot Burbank/Landscape Architecture
Marvin Yee/ Recreation and Park Department

IV. STANDBY GENERATOR SYSTEM FOR ALEMANY PUMP STATION Behind existing Pump Station on Felton Street near Dartmouth and Felton Streets
Phase I and II
Mary Hobson, Architectural Designer
Lota Nuguid, Project Manager
Stan Kresicki, Senior Architect

V. ACCESSIBILITY RAMP-MAIN ENTRY-LAGUNA HONDA HOSPITAL
375 Laguna Honda Blvd. Phase I and II
Sue Smith, Neil O'Shea/ESS Architects
Marilyn Thompson/Bureau of Architecture

VI. MUNI PROJECT 917 New Key Stops (15 Designated stops for light rail)
Phase I
Larry Fitzgerald, Project Manager
Mike Almasi, Project Engineer
Annette Williams, Disability Services Manager
John Katz, Capital Projects Planner
Hannah Silverman, Public Relations Representative

City and County of San Francisco

VII. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VIII. STAFF REPORTS

IX. ADJOURNMENT

AGENDA.WPS 3/21/95

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CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY APRIL 17, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer

II. ST. MARY'S SQUARE GARAGE EARTHQUAKE REPAIR PROJECT 433 Kearny Street
Phase I, II
Mr. Andre Salvador, Jorge Alfaro/Bureau of Architecture
Deborah Learner/Recreation and Park Department
John Thomas, Brian Gatter/Landscape Architecture
Kevin Haggerty/Department of Parking and Traffic

III. STANDBY GENERATOR SYSTEM FOR ALEMANY PUMP STATION Behind existing Pump Station on Felton Street near Dartmouth and Felton Streets
Phase I and II
Mary Hobson, Architectural Designer
Lota Nuguid, Project Manager
Stan Kresicki, Senior Architect

IV. ACCESSIBILITY RAMP-MAIN ENTRY-LAGUNA HONDA HOSPITAL
375 Laguna Honda Blvd. Phase I and II
Sue Smith, Neil O'Shea/ESS Architects
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V. MUNI PROJECT 917 New Key Stops (15 Designated stops for light rail)
Phase I
Larry Fitzgerald, Project Manager
Mike Almasi, Project Engineer
Annette Williams, Disability Services Manager
John Katz, Capital Projects Planner
Hannah Silverman, Public Relations Representative

VI. UNITED NATIONS PLAZA FOUNTAIN, UN Plaza at Market Street
Addition of text to areas of fountain
Drew Detsch, Andrew Detsch Landscape Studio
UN 50 Committee

VII. PUBLIC COMMENT
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VIII. STAFF REPORTS

IX. ADJOURNMENT

City and County of
San Francisco

AGENDA.WPS 4/10/95

25 Van Ness Ave. Suite 240, San Francisco, CA 94102 Tel. 415.252.2590 Fax 415.252.2595

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING WEDNESDAY APRIL 26, 1995
3:00 P.M.
25 VAN NESS AVENUE, SUITE 70
SAN FRANCISCO, CA 94104

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A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. CALIFORNIA STATE OFFICE BUILDING, CIVIC CENTER COMPLEX
Discussion (matter referred back to Committee to articulate Art Commission position on issues concerning project)

III. SAN FRANCISCO INTERNATIONAL AIRPORT/ELEVATED CIRCULATION ROADWAYS
PHASE I
Brian R. Dykes/Parsons-OPAC-AGS, Joint Venture Engineers
Donald McDonal/McDonald Architects

IV. INTERNATIONAL TERMINAL COMPLEX
PHASE II
Craig Hartman and Michael Willis/Skidmore Owings & Merrill-Del Campo & Maru-Michael Willis & Associates, Joint Venture Architects

V. BOARDING AREA G
PHASE II
Ali Moghaddasi/Hellmuth, Obata & Kassabaum - Group 4
Robert B. Wong/ Joint Venture Architects

VI. BOARDING AREA A
PHASE II
Jeff Stahl/ Gerson/Overstreet

VII. ADJOURNMENT

AGENDA3.WPS 4/21/95

City and County of San Francisco

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY MAY 15, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. CHINATOWN PARK RECREATION BUILDING
Re-submittal for Phase II
Deborah Learner, Rec/Park Planner
Kenji Murokami, Project Architect, Murokami & Assoc.
Jenny O'Connor, DPW Project Manager

III. BEACH CHALET
Phase III
Deborah Learner, Rec/Park Planner
Jorge Alfaro, Bureau of Architecture
Clark Manus, Heller and Manus Architects

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IV. OLD BUSINESS
-Letter to State of California concerning New State Office Building, Civic Center Complex

V. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VI. STAFF REPORTS

VII. ADJOURNMENT

AGENDA.WPS 5/10/95

City and County of San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY JUNE 19, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. UNITED NATIONS PLAZA PROJECT/MODIFICATION OF LIGHT FIXTURE
Drew Detsch/ Andrew Detsch Landscape Studio

III. SAN FRANCISCO INTERNATIONAL AIRPORT/BOARDING AREA G
Phase II contingency review and removal
Ali Moghaddasi/ Hellmuth, Obata & Kassabaum-Group4-Wong Architect, Joint Venture Architects

IV. SAN FRANCISCO INTERNTIONAL AIRPORT/BOARDING AREA A
Phase II contingency review and removal
Jeff Stahl/ Gerson/Overstreet, Architect

V. ST. MARY'S SQUARE GARAGE EARTHQUAKE REPAIR
Phase III
Jorge Alfaro, Andre Salvador/Bureau of Architecture

VI. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VII. ADJOURNMENT

AGENDA.WPS 6/14/95

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE
June 19, 1993 1995

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

The meeting was called to order at 3:15 p.m.

I. ROLL

Commissioners Present	Commissioners Excused
Rod Freebairn-Smith	
Anne Healy	
Bill Meyer	
Emery Rogers	

Staff Present
Debra Lehane, Collections Manager/Civic Design Review Committee Coordinator

II. UNITED NATIONS PLAZA PROJECT/MODIFICATION OF LIGHT FIXTURES
DREW DETSCH/ANDREW DETSCH LANDSCAPE STUDIO

Mr. Detsch presented drawings of the existing light fixture design of the lamps in UN Plaza and drawings of the modification which the UN 50 Committee is proposing. The modification would remove the acrylic top which is a box that projects beyond the 2' square granite column base. Beneath the acrylic box is a light lens box which uses High Pressure sodium. The proposed modification would give one continuous line from base to top by removing the acrylic top. The Committee moved approval with a contingency.

1. Motion to approve modification to the lights in United Nations Plaza contingent upon a site visit and submittal of specifications drawings.

Motion: Emery Rogers
Consensus: Unanimous

III. ST. MARY'S SQUARE GARAGE EARTHQUAKE REPAIR
PHASE III
JORGE ALFARO, ANDRE SALVADOR/BUREAU OF ARCHITECTURE

Jorge Alfaro of the Bureau of Architecture presented the working drawings. Portions of the drawing were shown to the Committee that addressed specific concerns they had expressed during the Phase II review. The Review included the window changes on Pine and California, the new shear walls, the new pedestrian entrance on Kearney and the elevator building in the Park. The Committee was satisfied that the architects had complied with their requests and gave the project a Phase III approval.

2. Motion to approve St. Mary's Square Garage Earthquake Repair Phase III.

Motion: Anne Healy
Consensus: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/BOARDING AREA G
PHASE II CONTINGENCY REVIEW AND REMOVAL
ALI MOGHADDASI/HELLMUTH, OBATA & KASSABAUM-GROUP4-WONG ARCHITECT, JOINT VENTURE ARCHITECTS

Ali Moghaddasi reviewed for the Committee the efforts which were being made by the Architects to respond to the Committees request concerning the building orientation and the glazing as it pertains to energy efficiency. The Architects have taken the model to PGE for consultation on the orientation. The Architects reminded the Committee that the building skin must take care of itself. The architects have investigated denser glass and cool shade glass which is effective a slow as 27 degrees of sun. The architects are proposing for the three gates on the North of the boarding area the blue green clear vision glass. On the south side, 90 % of the glazing becomes the fritted glass with areas of vision glass. The West end is totally fritted glass.

The Committee's comments: 1. The amount of natural light in the interior spaces of this boarding area should allow the airport to turn off lights during the day for energy efficiency. 2. The combination of fritted and vision glass was a good solution, however, consideration should be given to adding vision glass to the lower part of the two story spaces. 3. The mechanical engineers should review light levels, thermal comfort and systems for monitoring human comfort that will utilize the building's natural orientation and resources. The motion made by the Committee to remove the contingency was approved with Commissioner Freebairn-Smith in opposition. Commissioner Free bairn-Smith suggested that continued discussions with the Airport concerning environmental issues should occur.

3. Motion to remove Phase II contingency with encouragement to further study the mechanical systems for human comfort as it pertains to heat and light.

Motion: Bill Meyer
Consensus: Ayes - Emery Rogers, Anne Healy, Bill Meyer
Opposed - Rod Freebairn-Smith

V. ADJOURNMENT

The meeting was adjourned at 5:05 pm.

Submitted by: Debra Lehane
Debra Lehane, Collections Manager
Civic Design Review Committee Coordinator

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A G E N D A

Civic Design Review Committee Meeting
Monday, July 17, 1995
3:00 P.M.
25 Van Ness Avenue, Suite 70

Canceled because no items to be calendered were requested.

City and County of
San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY JULY 24, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. UNITED NATIONS PLAZA PROJECT/MODIFICATION OF LIGHT FIXTURE
Drew Detsch/ Andrew Detsch Landscape Studio

III. MUNI METRO EXTENSION (MMX) TRANSIT SHELTER DESIGN
PHASE I
Ken Jew, MUNI
John Fong, PTC
Rebecca Kohlstrand, CAO
Flint Nelson, PTC

IV. PUBLIC COMMENT
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V. COMMISSIONER AND STAFF REPORTS

VI. ADJOURNMENT

AGENDA.WPS 7/18/95

City and County of
San Francisco

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MINUTES
SAN FRANCISCO ART COMMISSION
SPECIAL CIVIC DESIGN REVIEW COMMITTEE MEETING

Monday, July 24, 1995
25 Van Ness Avenue - Suite 70
3:00 P.M.

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I. ROLL CALL

The meeting was called to order at 3:40 p.m.

Commissioners Present: Rod Freebairn-Smith, Anne Healy, Emery Rogers

Staff Present: Debra Lehane, Rich Newirth, Michele Liapes

II. UNITED NATIONS PLAZA PROJECT/MODIFICATION OF LIGHT FIXTURES

The Commissioners agreed to remove the contingency to their approval of the lighting modifications. Commissioner Rogers requested that a letter be sent from the Art Commission to Andrew Detsch, commending him for the improvements. Commissioner Rogers will write the letter.

Motion to approve modification to lights in United Nations Plaza with no contingency.
Moved: Rogers
Second: Healy
Vote: Unanimous

III. MUNI METRO EXTENSION (MMX) TRANSIT SHELTER DESIGN PHASE I

Ken Jew, MUNI
John Fong, PTC
Owen Lang, Sasaki Associates
Rebecca Kohlstrand, CAO
Flint Nelson, PTC
Joanna Fong, Sasaki Associates

Ken Jew provided general background on the design of passenger shelters for five light rail platforms. He introduced urban designer Owen Lang of Sasaki Associates.

City and County of San Francisco

25 Van Ness Ave. Suite 240. San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

Mr. Lang said that artist Anna Murch, hired as a member of the design team, was unable to attend the meeting because of another commitment. She was instrumental in the incorporation of a wave along the canopy roofing. The design team was also conscious of views and the need for transparency in the functional shelters. Aesthetic considerations and specific site issues have been addressed for each platform. There has been substantial community input from residents and merchants, including Hills Brothers and Delancey Street. As a result of community input and environmental study, each platform's configuration of shelters and wind screens varies and responds to specific issues and needs of the site.

On platforms that have shelters, the shelters will be located at the north end, where the trains stop.

The canopy structures and support columns will be powder coated steel. The color is proposed to be the steel gray of the Bay Bridge. A fan-like structure will top the columns and support the beams. The glass will be two-foot-wide panels lapping over the steel beams. The wiring and drainage will be within the columns. The free-standing curved windscreens will be constructed of tempered glass.

Two to four advertising panels will be placed at the opposite ends of the platform, but not where views might be obstructed.

Other platform elements that were not displayed on the model included seats, which will be designed to work with the screens, and trash cans.

Mr. Lang briefly presented the individual design shelter configurations for the platforms, which will be along the Embarcadero and King Street and located at Folsom, Brannan, Second, Fourth and Sixth streets.

Two proposals were submitted for the Folsom Street station. In the first, there would be one shelter. In the second, there would be two shelters, with wind screens dispersed.

For Second Street, there would be three canopies, spaced at different distances.

For Fourth Street, where a large ridership from Caltrain is expected, there would be five shelters, all with wind screens.

The Sixth Street platform would have no shelters since it will be partly under the freeway, but these could be developed in the future.

There are five alternative proposals for the Brannan Street station, where sensitivity to views is a major issue. Alternative A provides two shelters, which would be placed

to correspond with the location of the train doors. Alternative B would eliminate the northernmost shelter in order to preserve the view, but one shelter would be retained. Alternative C would provide windscreens but no shelters. Alternative D would provide no shelters or windscreens. In alternative E the shelter would be at the south end. Alternative E would require Muni to consider reprogramming the system so that the trains would stop at the south end instead of the north at that platform. This alternative was not acceptable to Muni.

The nearby local businesses prefer D, which would not block their views. Mr. Jew said that Muni was adopting D as a recommendation. This does not preclude shelters in the future. Funding will still be available. In particular, Delancey Street does not want any shelters.

Commissioner Healy expressed concern about insufficient canopies during rainy weather. Mr. Jew said that canopies could be added at a future time, as usage increased.

Commissioner Freebairn-Smith raised the issue of whether the Port had identified adjacent land uses which would assist Muni in planning future needs. He also asked if the Port had set any design guidelines for the shelters in relation to the Port lands. Rebecca Kohlstrand said that no land use study or guidelines had been done except for the initial roadway study.

Commissioner Freebairn-Smith asked about the high degree of maintenance necessary for the glass. Mr. Jew answered that all platforms would be maintained by Gannett in exchange for advertising panels on the platforms. Gannett would also be responsible for all repairs.

The only lighting for the platforms will be integrated within the structural columns. Since the existing ambient lighting is sufficient, the column lighting will be for accent only.

Commissioner Rogers said that he liked the design of the shelter but was concerned about the maintenance issue. He wanted to see all of the street furniture and would be willing to attend a special work session. He considered the lack of any shelter at the Brannan Street platform a real omission. For that station, he preferred alternative B, which answered the Delancey Street concern while providing some shelter.

Commissioner Healy also liked the shelter design and the fact that shelter placement was determined by pedestrian movement. She liked the variation in canopy configuration. She liked the transparency but was concerned about the maintenance. She wanted to see seating arrangements and all other elements at the next presentation. She was concerned about the lack of amenities at Brannan Street and believed

that passenger comfort should have priority over retailer demands. Her preference for that platform was alternative A.

In response to a request for comments from the staff, Jill Manton said that the design team had worked well together and shown sensitivity to community concerns.

Commissioner Freebairn-Smith was concerned about panel length of the windscreens and the potential for accelerated wind speeds through gaps between panels that were not of adequate length. He hoped that the lighting would not be too bright and that the structures would not block any views. He said the ad panels, which will be brightly back-lit images, would provide excellent visibility for Gannett. He expressed his personal opposition to advertising on the Embarcadero, which he called the City's most important waterfront boulevard.

The Commissioners discussed the issue of rider comfort, their interest in adding more canopies as usage grows, and the need for visible station identification at eye level.

Motion to approve Muni Metro Extension (MMX) transit shelter design phase I.
Moved: Healy
Second: Rogers
Vote: Unanimous

Motion to recommend that Muni reconsider the issue of passenger comfort at the Brannan Street platform and revisit its decision to support the design alternative D, which provides no shelters for that station.
Moved: Healy
Second: Rogers
Vote: Unanimous

There will be a presentation on the Mid-Embarcadero before the Civic Design Committee in September, either at the regular September 18 meeting or at a special meeting.

There being no further business, the meeting adjourned at 5:10 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY AUGUST 21, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

NOTICE: With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker Cards are available at all meetings. For information related to any of the following matters, please call Debra Lehane, Civic Art Collection Manager, San Francisco Art Commission (415) 252-2593.

THE REGULAR MEETING OF THE CIVIC DESIGN REVIEW COMMITTEE FOR AUGUST 21, 1995, AT 3:00 PM HAS BEEN CANCELLED.

THE MEETING HAS BEEN RESCHEDULED FOR WEDNESDAY, AUGUST 30, 1995 AT 2:00 P.M. NOTE CHANGE IN TIME FOR RESCHEDULED MEETING ONLY. PLEASE SEE AUGUST 30 AGENDA FOR CALENDARED ITEMS.

AGENDA.WPS 8/15/95

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY AUGUST 30, 1995
2:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. SAN FRANCISCO INTERNATIONAL AIRPORT/BOARDING AREA A
Removal of Phase II contingency
Jeff Stahl, Gerson/Overstreet Architects
Ray Quesada, SFIA Project Manager

III. SAN FRANCISCO INTERNATIONAL AIRPORT POLICE TRAINING/EMERGENCY OPERATIONS STAGING FACILITY
Phase I, II
George Miers, George Miers & Associates

IV. SAN FRANCISCO FIRE DEPARTMENT STATION # 25 RENOVATIONS
3305 Third Street
Phase I, II
Phillip Sowers, Bureau of Architecture
Chief James Lynch, SFFD

V. SAN FRANCISCO FIRE DEPARTMENT STATION # 39
1901 Portola Drive
Phase III
Michael Pierron, Bureau of Architecture
Chief James Lynch, SFFD

VI. LAGUNA HONDA HOSPITAL ADA COMPLIANCE
Phase III
Marilyn Thompson, Bureau of Architecture

VII. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

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VIII. COMMISSIONER AND STAFF REPORTS

IX. ADJOURNMENT

AGENDA.WPS 8/15/95

ACCESSIBILITY INFORMATION

**Pursuant to City policy and the requirements of the 1973 Rehabilitation Act and the 1990 Americans with Disabilities Act, all City agencies will make reasonable accommodations to the needs of persons with disabilities.*

Full Commission Meetings, and Individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness. All meetings are held in Suite 70, basement level, and can be accessed by the two main elevators in the lobby of the building.

Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market, one-half block from the building.

9, 26, and 42 Buses--serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

For more information on accessible transit, call (415) 923-6142.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call our **accessibility hotline at (415)554-8925** to discuss meeting accessibility. In order to assist the city's efforts to accommodate such people, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the city to accommodate these individuals.

American sign language interpreters and/or a sound enhancement system will be available upon request at meetings. Please contact Liz Lerma in the Community Arts and Education Program at (415)252-2596 at least 72 hours prior to meeting. Late requests will be honored if possible.

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING
August 30, 1995
25 Van Ness Avenue - Commission Meeting Room - Suite 70
4:30 P.M.

I. ROLL CALL

The meeting was called to order at 4:45 p.m.

Commissioners Present: Rod Freebairn-Smith, William Meyer, Emery Rogers

Staff Present: Rich Newirth, Michele Liapes

II. Laguna Honda Hospital, ADA Compliance phase III
Marilyn Thompson, Bureau of Architecture

Marilyn Thompson presented the final drawings for the new entry ramp at Laguna Honda Hospital. Reporting that nothing in the design had changed since the April 17, 1995 meeting when the Committee approved phase I, II, she reviewed some of the major elements. Medallions pick up the colors of the existing accents. The brick paving is still a feature. Concrete insets and brick borders match elements of the stairway.

Motion to approve accessibility ramp, main entry, Laguna Honda Hospital phase III.
Motion: Commissioner Meyer
Second: Commissioner Rogers
Vote: Unanimous

III. San Francisco International Airport/Boarding Area A
Jeff Stahl, Gerson/Overstreet Architects
Harry Overstreet, Gerson/Overstreet
Ray Quesada, SFIA Project Manager

Jeff Stahl presented the architects' solutions for the glazing in response to previous Commissioner concerns regarding lighting, glare, and comfort inside the gate rooms. The original version specified blue-green glass for all glazing. The architects now proposed to use two different kinds of glass, retaining the same blue-green color reference. They have developed two performance criteria, one for viewing and one for glare control. For the vision band, they have selected a lighter-colored blue-green product that drops the light transmission to 47%. For glare control, they have selected a darker blue-green product that drops the light transmittance to the mid-20 percentile range. This product is laminated and contains an inner layer with a dot pattern. The architects have selected the product with the finest, and therefore least visible, dot pattern. The facade will be a combination of the two glasses, which are of the same blue-green family.

With these products, heat buildup will be lower, and energy performance will be improved.

Commissioners Freebairn-Smith and Meyer expressed their interest in the relationship of energy consumption, and its annual dollar value, to visual quality. Commissioner Rogers said that the textural change between the two glasses was an improvement.

Motion to approve San Francisco International Airport Boarding Area A phase II with no contingency.
Motion: Commissioner Meyer
Second: Commissioner Rogers
Vote: Unanimous

IV. **San Francisco International Airport Emergency Response/Training Facility phase I, II**
George Miers, George Miers & Associates
Herbert Carney, Airport Police

Architect George Miers presented the design for a new SFIA Police Training/Emergency Operations Staging Facility. The site is the existing SFIA Police Outdoor Range, on the shoreline of San Francisco Bay, east of the Plot 41 Hardstand. The Airport police consider this facility a fast-track project because it will be able to serve as an interim police station after the existing police station is displaced by the new communications facility. The project will be a multipurpose facility with training facilities and classrooms. It will also be a central VIP center, where entourages will be taken for a security check. A fire department emergency boat storage area is also planned. There will be three firing ranges, including one for live fire scenarios. The main building will contain a 25-yard indoor range in anticipation of eventual banning of all outdoor ranges. It will be a one-story building with a second level observation tower. The building is designed to take a second level in case one is needed in the future.

On exterior materials, the back side of the building, not visible to the public, will be bullet proof and more opaque with minimal openings. The front, more public side will be opened up. It will be an aluminum-metal wall system with green-tinted solex glass. There will be four fiberglass sculptures representing the earth oriented toward the Pacific Rim. The glazed areas will be sunscreen at a seven-foot height. The canopy at the main entrance will extend 20 feet. There will be planters at the front of the building.

Commissioner Meyer objected to the use of sunscreen on the north side, where it is not needed. He suggested the use of clear glass so that the facility could use less lighting in the interior. Commissioner Rogers expressed his hope that landscaping would allow for views of the building and lagoon. Commissioner Freebairn-Smith asked about provision for motorcade turnaround. Mr. Miers answered that transport to the facility would be by bus, so that space for motorcades was unnecessary.

Motion to approve San Francisco International Airport Police Training/Emergency Operations Staging Facility phase I, and, contingent upon a more appropriate energy response in the treatment of the north facade, phase II.
Motion: Commissioner Meyer
Second: Commissioner Rogers
Vote: Unanimous

V. San Francisco Fire Department Station #25 Renovations
Philip Sowers, Bureau of Architecture

Mr. Sowers described Fire Station #25, a 7000-square-foot 1928 unreinforced masonry building with a steel frame. The building is of an attractive brick. It is situated beside an art deco bridge and otherwise isolated in the midst of port landscape. There is a parking lot to the side with a small park, which is controlled by the Port. The project consists of seismic strengthening of the existing building and the construction of a 2000-square-foot addition to the rear of the building. All seismic strengthening of the existing building will be interior. Interior concrete sheer walls will be added, junctions of the steel frame members will be reinforced, and steel parapet bracing will be added.

For the addition, the architects propose a facade of full-depth brick, with some hint of a pattern, matching as closely as possible the existing brick, and zinc sidings. The concrete sheer walls of the addition will be connected to the steel frame of the existing building and will function as buttresses. A row of small windows will be aligned with the level of the existing windows.

The Commissioners commended Mr. Sowers for his presentation and attention to detail, scale and texture.

Commissioner Meyer gave his basic approval to the new addition but objected to the use of the matching brick for an otherwise "wonderfully different" addition. He suggested the use of concrete or stucco with brick as pin lines.

Commissioner Rogers also expressed reservations to the brick but emphasized his approval of the zinc. He suggested moving the parking area so that the windows would overlook something more aesthetic.

Commissioner Freebairn-Smith had no objection to the brick facade for the addition.

The committee members strongly preferred an alternate plan for the new windows on the south side. This would be a horizontal band, which would increase the contrast between the new and the old.

Mr. Sowers will explore the use of other materials for the addition and possibilities for landscaping on the south side. He will return for Phase II approval at a subsequent meeting.

Motion to approve San Francisco Fire Department Station #25 Renovations phase I
Motion: Commissioner Meyer
Second: Commissioner Rogers
Vote: Unanimous

VI. Fire Station #39 phase III
Michael Pierron, Bureau of Architecture

Mr. Pierron presented the final working drawings for the seismic upgrade of Fire Station #39. He reviewed major features of the project, which consists of ADA access on the ground floor, miscellaneous repairs, and a small 1000-foot addition. The doors in front of the building have been enlarged to accommodate contemporary fire trucks. The French doors have been changed to be more durable, with glass above a solid panel. On the rear top of the building, the stucco will have a minor relief pattern of axes. The art piece, a modern glass rondel with a swirl pattern, has been enlarged so that people will see it.

It was pointed out that the lot has an extensive amount of wooded and already terraced open space in back of the building. The parking area will be repaved and the existing landscaping in the front will remain. The existing trees will also remain. Drought-tolerant ground cover and flax will be installed. In response to a previous request to examine ways to shield the parking area, the architects propose using the wooden element from the eaves, continuing it as the ADA railing that they are required to add, and continuing it further as the fence element that will shield the cars. The railing would be above a concrete retaining wall of minimum height.

Commissioner Rogers suggested installation of a solid fence to screen the parking area, Mr. Pierron answered that the railing had seemed a friendlier, more open structure that would shield the cars while softening the area and relating it to the garden. Commissioner Rogers suggested an irrigated planting strip, to be installed behind the retaining wall beneath the railing. The Commissioners also recommended that the lot be master planned for possible future community use. A letter expressing this recommendation will be sent to Fire Chief James Lynch.

Motion to approve San Francisco Fire Department Station #39 phase III, including a 30-inch-wide irrigated planting bed behind the retaining wall to screen the parking lot.
Motion: Commissioner Rogers
Second: Commissioner Meyer
Vote: Unanimous

The meeting adjourned at 7:05 p.m.

Submitted by Michele Liapes
Michele Liapes, Program Assistant

Approved: Richard Newirth Date 9/5/95
Richard Newirth, Director

SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY SEPTEMBER 18, 1995
3:00 PM
25 VAN NESS AVENUE
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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH FIELD CARGO FACILITY
Phase I
Bill Collins, Deputy Project Manager-Stone & Webster/F.E. Jordon, a Joint Venture
Ramon Aanoan, Lead Architect- Tai Associates
Patricia O'Brien, Landscape Architect - Patricia O'Brien Landscape Archtect

III. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING
Phase I
Art DeRosia, Dan Gates -Miller Cook Architects, P.C.

IV. PUBLIC STAIR (Connecting Bryant and Delancey Street)
Adjcent to 301 Bryant
Phase I, II
Richard Stacy -Tanner Leddy Maytum Stacy Architects
Tom Sargent -Rincon Point Development Company
Redevelopment Agency

V. MUNI PASSENGER SHELTER/F-MARKET HISTORIC STREETCAR LINE
Phase I,II,III
Peter Straus, Director Service Planning -MUNI
Lewis Lillian, Vice President -Gannett Shelter Co.

VI. SAN FRANCISCO FIRE DEPARTMENT STATION # 34
499 41st Avenue
Phase I
Tony Leung, Bureau of Architecture
Chief James Lynch, SFFD

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE REGULAR MEETING
September 18, 1995
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3:00 P.M.

I. ROLL CALL

The meeting was called to order at 3:05 p.m.

Commissioners Present: Rod Freebairn-Smith, Emery Rogers, Anne Healy

Commissioner Meyer arrived at 3:10 p.m.

Staff Present: Debra Lehane, Rich Newirth, Jill Manton, Michele Liapes

II. San Francisco International Airport/North Field Cargo Facility Phase I
Bill Collins, Deputy Project Manager, Stone & Webster/F.E. Jordon, a Joint Venture
Ramon Aanoan, Lead Architect, Tai Associates
Patricia O'Brien, Landscape Architect, Patricia O'Brien Landscape Architect

The architects presented the preliminary design for the project. The site, a mile and a half north of the main terminal, already contains storage tanks, which are to remain, and an old hangar. The intention is to develop it for optimum efficiency, providing aircraft parking area on one side, truck parking on the other, and conveyors and rollers for transport.

The building will be 1200 feet long, 145 feet deep on one side, and 186 feet deep on the other side. There will be six hangar doors. The design includes skylights and a semicircular stair tower. The exterior material will be metal panels with a light-weight appearance, but the number of panels has not been determined. The color scheme will complement the nearby JAL building. The art enrichment funds will be transferred to the main terminal area.

Landscape architect Pat O'Brien presented the plan for an evergreen hedge which will function as a wind buffer for the parking area. Trees, probably eucalyptus, will delineate staff and visitor parking areas.

Two handicapped accessible entry points of the building serve as the entry for all visitors. The doorways are 42 inches above the ground, requiring a ramp. A 48-inch green vinyl chain link fence will provide a barrier to the trucking area. All landscaping will be water-conservative and low-maintenance.

Commissioners Rogers and Healy suggested the addition of stairs to the ramp for people who are not handicapped.

Motion to approve San Francisco International Airport/North Field Cargo Facility Phase I
Moved: Commissioner Meyer
Second: Commissioner Healy
Vote: Unanimous

III. San Francisco International Airport/United Airlines, Ground Service Equipment Building Phase I
Art DeRosia, Dan Gates - Miller Cook Architects
Mark Brown, United Airlines

The architects presented preliminary plans for the 66,600 square-foot building. Office space will be in the front, shops in the middle, and the service bays in the back. The office area will be fully conditioned for environmental control; the other two areas will be heated to 55 degrees. The architects described their design as a straightforward one with an industrial flavor. Slotted clearstories have been incorporated to maximize natural light.

Commissioner Meyer suggested that a north-facing skylight would be more effective and energy conscious than the slotted clearstories.

Commissioner Rogers expressed an interest in the lunchroom and the general aesthetic environment for workers. He suggested workers might want to go outside and asked to see more developed plans for landscaping in phase II.

Motion to approve San Francisco International Airport/United Airlines, Ground Service Equipment Building with more consideration to daylighting and landscaping phase I
Moved: Commissioner Healy
Second: Commissioner Meyer
Vote: Unanimous

IV. Public Stair (Connecting Bryant and Delancey Street) adjacent to 301 Bryant phase I, II
Richard Stacy - Tanner Leddy Maytum Stacy Architects
Tom Sargent - Rincon Point Development Company
Michael Kaplan - Redevelopment Agency

The stairway, which is adjacent to 301 Bryant, a mixed use building, is designed to complement the building, the warehouse district and Bay Bridge. It will be a cascading open stair configuration coordinating with the building facade and the existing concrete viaduct. It will serve as a retaining wall for a portion of the viaduct

The material for the walls and stairs will be concrete. The color will complement the new building and the viaduct. Lighting will be recessed steplights. The guardrails will be unpainted galvanized steel with flat bar posts, round handrails and stainless steel cable intermediates. The

landscaping on the nearby embankment will be a wildflower planting.

Commissioner Freebairn-Smith suggesting a resting and viewing area at the top of the stairway for pedestrians.

Commissioner Rogers expressed his concern about the plan to use embedded lights which are always difficult to relamp. He suggested lights that would be well louvered so that users would see pools of light rather than points. He asked to see landscaping, such as a vine on the face of the wall. The Commissioners were also concerned about the flexible cable rails and the possibility of people prying them apart.

Motion to approve public stair (connecting Bryant and Delancey Street) adjacent to 301 Bryant, phase I, II
Moved: Commissioner Meyer
Second: Commissioner Rogers
Vote: Unanimous

V. Muni Passenger Shelter/F-Market Historic Streetcar Line phase I, II, III
Peter Straus, Director, Service Planning, Muni
Lewis Lilian, Vice President, Gannett Shelter Co.

A shelter slightly narrower than the standard sidewalk shelter has been designed for the narrow islands located in the Market Street traffic lanes. The colors and elements will be the same as the other shelters. The shelters are coupled with the existing triangular advertising kiosks. No additional advertising will be associated with the shelters which are located east of Ninth Street. The barrel dome roofs will be transparent rather than white. The proposed material for the clear dome is plexiglas.

Commissioner Freebairn-Smith expressed his concern about safety and visibility for passengers on the island. Mr. Straus said that protective bars would be present.

Commissioner Meyer asked if the four-post design was new and expressed a preference for the two-post design. He also asked about scratches and yellowing of the plexiglas.

Mr. Lillian said that Gannett would be providing the maintenance and did not anticipate problems.

Motion to approve Passenger Shelter/F-Market Historic Streetcar Line phase I, II, III
Moved: Commissioner Meyer
Second: Commissioner Healy
Vote: Unanimous

VI. San Francisco Fire Department Station #34, 499 41st Ave. phase I
Tony Leung, Bureau of Architecture
Chief James Lynch, SFFD

Mr. Leung presented the preliminary plans for the project, a seismic upgrade and renovation. He said it would be going before the Landmarks Board later in the week. The two-story building is brick on one face and tile block on the other portion. The enclosure is also tile block. The building is not on any registries, but BOA is approaching the project as a historic preservation. They will seismically upgrade the building and address current fire department needs. Equivalent facilities for females will be provided and public access for the disabled will be addressed. Access will be provided along public areas and through a new formal entry instead of through apparatus doors. Larger fire trucks need to be accommodated. A new generator will be introduced, and a new brick wall will be installed to keep the generator from view.

For the primary facade with its ornate detail, the brick and tile block were important characteristics in the design premise. Since larger trucks must be accommodated, the architects want to keep the detail while reducing column size to increase the openings. All seismic work will be done inside and will not be visible.

The addition to the building is designed to be isolated from the existing building, incorporating the Secretary of Interior's guidelines for treatment of historic buildings. The addition's design for the north elevation has the brick continuing on the first-floor level with the introduction of Kalwall, an energy-efficient sandwich plexiglas to reduce the massing above the brick on the second story. On the south side, they propose a metal finish and a stucco. There is a step-down effect into the courtyard. The architects preferred a flat roof so that it wouldn't compete with the existing roof. Windows on the west elevation are minimized for locker room and toilet facilities with the use of glass block and vent grills.

Commissioner Freebairn-Smith raised the issue of conflicting viewpoints on whether an addition should be dominant or subordinate to the original building. Commissioner Meyer expressed the opinion that an addition should be significantly different and subordinate. He suggested using something completely different from brick so that the integrity of the original building would be maintained. He objected to the use of Kalwall on the north side and suggested that the lightening of the mass could be done with other materials. He also suggested three steps instead of two for the step-down.

Commissioner Healy said that the detail was out of context with the original building. Citing the Secretary of the

Interior's directives, she said that the addition should be different but have a relationship to the original building.

Commissioner Rogers said that the addition should be different from the original building. He commented on the number of architectural styles and expressed a wish for clarification. He liked the solution for the emergency generator but thought poured-in-place concrete would be preferable.

The Commissioners agreed that there were major design issues, and the different design aspects needed to be resolved. They complimented Mr. Leung on his presentation but withheld approval of phase I.

VII. Commissioner and Staff Reports
Embarcadero Roadway Alternatives

The Commissioners and Staff discussed the forthcoming September 29 meeting to be held to hear public testimony on the split and paired design alternatives for the Embarcadero Roadway.

Mr. Newirth said that if the Committee endorsed a split roadway, it could be expressed as a continuity with the previous Commission position. If members endorsed another option, the determining factors should be clarified.

He said that the Art Commission has no impact on the EIR draft, but that staff members are being asked which alternative the Commission is supporting. He also reported on the desire of the lead agency to present a uniform position of the participating agencies before the Board of Supervisors. The split roadway option has been favored by the Art Commission in previous discussions during June 1992, August 1992, and March 1994.

Vernon Demars spoke before the committee to say that the split roadway option was misrepresented in the EIR.

The September 29 meeting was scheduled for 3:00 p.m.

VIII. ADJOURNMENT

Commissioner Rogers left at 6 p.m., and Commissioner Meyer left at 6:29. The meeting adjourned at 6:30 p.m.

Submitted Michele Liapes
Michele Liapes

Approved Richard Newirth (date) 9/27/95
Rich Newirth, Director

70.30

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING FRIDAY SEPTEMBER 29th, 1995
2:00 P.M.
25 VAN NESS AVENUE, SUITE 70
SAN FRANCISCO, CA 94104

A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. San Francisco Fire Department Station # 34
Working Design Session
Tony Leung, Bureau of Architecture
Chief James Lynch, SFFD

III. MID EMBARCADERO ROADWAY ALTERNATIVES
Rebecca Kohlstrand, Waterfront Transportation Projects/CAO's Office

<u>Presentation</u> by Rebecca Kohlstrand, Waterfront Transportation Projects of the roadway alterantives for the Central Embarcadero.

<u>Public Comment</u> Concerning Roadway Alternatives
Close of Public Comment

<u>Discussion</u> by Committee members and <u>possible action</u> in the form of a motion.

IV. Public Comment concerning other matters related to Committee business

V. ADJOURNMENT

City and County of
San Francisco

AGENDA3.WPS 9/26/95

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING FRIDAY OCTOBER 13th, 1995
8:30 A.M.
25 VAN NESS AVENUE, SUITE 70
SAN FRANCISCO, CA 94104

A G E N D A

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. MID EMBARCADERO ROADWAY ALTERNATIVES
Rebecca Kohlstrand, Waterfront Transportation Projects/CAO's Office

This item is continued from the September 29th Special Meeting of the Civic Design Review Committee. Public Comment concerning Roadway Alternatives IS CLOSED.

Discussion by Committee members and possible action in the form of a motion.

III. Public Comment concerning other matters related to Committee business

IV. ADJOURNMENT

AGENDA3.WPS 10/10/95

City and County of San Francisco

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY OCTOBER 16, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. HALLIDIE PLAZA ACCESS ELEVATOR
Phase I
Glenn Hunt, Bureau of Architecture
Michael Willis/Michael Willis & Associates

III. SAN FRANCISCO INTERNATIONAL AIRPORT/POLICE TRAINING/EMERGENCY OPERATIONS STAGING FACILITY
Phase II, III
George Miers/ George Miers & Associates

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING
Phase II
Art DeRosia, Dan Gates -Miller Cook Architects, P.C.

V. PUBLIC STAIR(Connecting Bryant and Delancey St. Adjcent to 301 Bryant)
Phase II
Richard Stacy -Tanner Leddy Maytum Stacy Architects
Tom Sargent -Rincon Point Development Company
Redevelopment Agency

VI. SAN FRANCISCO FIRE DEPARTMENT STATION # 34
499 41st Avenue
Phase I, II
Tony Leung, Bureau of Architecture
Chief James Lynch, SFFD

VII. McLAREN LODGE HANDICAP ACCESS DESIGN PROJECT
Phase II
Adrienne Wong, Robert La Rocca/Wong La Rocca Inc.
Kwan Henmi/ Bruce Conner Architect

City and County of
San Francisco

VIII. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

IX. COMMISSIONER AND STAFF REPORTS

X. ADJOURNMENT

AGENDA.WPS 10/10/95

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SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY NOVEMBER 20, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. CHINATOWN NEW PARK RECREATION BUILDING
Phase III
Deborah Learner, Recreation and Park Department
Jenny O'Connor, DPW Project Manager

III. SAN FRANCISCO INTERNATIONAL AIRPORT/PARKING STRUCTURES
Phase I
Peter Hockaday, ED2 International/MBT Architecture, Joint Venture Architects
Ron Castillo, Project Manager, SFIA

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT LIGHT RAIL SYSTEM GUIDEWAY STRUCTURE
Phase I
Scott Danielson, Parsons, Brinckerhoff, Quade & Douglas (PBQD)
Ron Castillo, Project Manager SFIA

V. HALLIDIE PLAZA ACCESS ELEVATOR
Phase I
Glenn Hunt, Bureau of Architecture
Michael Willis/Michael Willis & Associates

VI. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VII. COMMISSIONER AND STAFF REPORTS

VIII. ADJOURNMENT

City and County of
San Francisco

AGENDA.WPS 11/13/95

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CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING MONDAY DECEMBER 18, 1995
3:00 PM
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE TERMINAL/HANGERS/VEHICLE MAINTENANCE BUILDING
Phase I
Randy DeVoto, Corlett, Skaer and DeVoto Architects Inc.
Joseph Chow, Joseph Chow & Associates
Steve Hung, Project Manager, SFIA

III. HALLIDIE PLAZA ACCESS ELEVATOR
Phase II
Glenn Hunt, Bureau of Architecture
Michael Willis/Michael Willis & Associates

IV. FIRE STATION #34 RENOVATION
Phase II
Tony Leung, Bureau of Architecture

V. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING
Phase II & III
Art DeRosia, Dan Gates - Miller Cook Architects, P.C.

VI. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VII. COMMISSIONER AND STAFF REPORTS

VIII. ADJOURNMENT

12/12/95

City and County of San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE REGULAR MEETING
December 18, 1995
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers

Staff present: Nancy Gonchar, Rich Newirth, Debra Lehane, Michele Liapes

The meeting was called to order at 3:10 p.m.

II. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE TERMINAL/HANGARS/VEHICLE MAINTENANCE BUILDING
Phase I
Randy DeVoto, Corlett, Skaer and DeVoto Architects, Inc.
Joseph Chow, Joseph Chow & Associates
Steve Hung, Project Manager, SFIA

The project team presented the design concept for the new 12.7-acre general aviation facility for private planes at S.F. International Airport. The facility includes an executive terminal building, two hangars and a vehicle maintenance building. It is located on the south side of the north access road on Seaplane Bay. The approximately 9000-square-foot executive terminal building will be a one-story structure of heavy aluminum skin with large areas of glass and skylights. Windows and skylights will have aluminum frames. The panel, which will be divided into four-by-four-foot modules, will have a tailored look with a grid pattern. The hangars will be pre-engineered with corrugated metal skin. They will be 35-foot-tall one-story buildings. The plan is to make them harmonious with the executive terminal. They will have a two-tone scheme to differentiate between lower and upper portions. The vehicle maintenance building will be 25 feet tall.

Landscaping is proposed along the front of the executive terminal and the parking strips. Plantings for the front of the building will be developed to grow in a sculptural topiary.

An amount of $123,000 has been set aside for art enrichment.

City and County of San Francisco

The Commissioners discussed the importance of the executive terminal as a public waiting area and the need to develop a sense of welcome for visitors to San Francisco. They made the following recommendations: development of a stronger relationship between the executive terminal and the two hangars; production of the most attractive facade possible, within budget, for the hangars; pursuit of the plan for topiary landscaping; specification of the plants for phase II.

The project team was asked to return for phase I and II at the next committee meeting.

III. FIRE STATION #34 RENOVATION Phase II
Tony Leung, Bureau of Architecture

Mr. Leung presented the revision plans for the addition, which responded to previous concerns expressed by the Committee. He presented sample materials of a brick that more closely matched the brick of the original building. A second brick sample was a dark brown, which would be used for accenting.

The architects reconsidered the elevation of the frieze and raised the horizontal line, at which the brick meets the panels, to be aligned with the window bands. The windows in the new building will be recessed 6 to 8 inches. The base will be a gray concrete to match the concrete base of the existing building. The existing trees on the site will be protected if possible. The art enrichment project will be on the semicircular wall surrounding the generator. Emphasis will be on the durability of the art, and the architect will work with the artist.

The Commissioners commended Mr. Leung on the revised project. Of the two models presented, the Commissioners expressed their strong preference for the alternative with the shorter, shallower frieze, which was two rectangles high rather than three.

Motion to approve Fire Station #34 Renovation Phase II
Moved: Rogers
Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING
Monte Cook, Dan Gates - Miller Cook Architects, P.C.

The project team presented their revisions in response to previous Commissioner concerns. In response to the objection to tinted glazing on the north face, they will use a clear reflective glass, no. 2 surface. Glass for the slot windows will be a no. 1 surface. The height of the wall around the exterior eating area has been increased, and landscaping has been streamlined at the parking and exterior eating areas.

Motion to approve San Francisco International Airport/United Airlines Ground Service Equipment Building, phase II, III
Moved: Meyer
Vote: Unanimous

V. HALLIDIE PLAZA ACCESS ELEVATOR Phase II
Michael Willis/Michael Willis & Associates
Glenn Hunt, Bureau of Architecture

Mr. Willis presented the project team's ideas for design development for the three-story elliptical elevator structure from Bart to Market Street. The bridge at the Market Street level will have a bronze rail, which is currently designed to stop at either side of the stainless steel elevator shaft slots. The team is also considering softer ways to make the rail work visually with the structure. The transparent metal skin will be suspended from the structure but attached at four places at the bottom of the plaza. The structure will be 11-gauge steel. The team is currently working out the details for the points at which the skins meet at the top and base. They are considering how to provide shaft elements that are as thin as possible. All visible steel will be clad in stainless steel. The finish will be matte on the exterior and shiny on the interior. Structural connections will not be emphasized. Lighting will filter through the glass canopy. The project team is currently exploring other places to light the translucent skin from the structure. Though they are trying to locate the machine room inside BART, the alternative plan is to place it against the west wall on the plaza.

Opportunities for art enrichment are on the elevator doors on all three levels, but the team is open to alternative ideas.

The Commissioners said they liked the pure design of the structure. They expect to review the lighting plan when the team returned for phase III.

Motion to approve Hallidie Plaza Access Elevator phase II
Moved: Meyer
Vote: Unanimous

VI. COMMISSIONER AND STAFF REPORTS

Nancy Gonchar reported on fast-track plans for pedestrian lighting on Mission Street. The issue will come before the Committee in January or February.

Ms. Gonchar will attend a Board of Supervisors hearing on wireless telecommunication devices in response to a request by Supervisor Bierman for input from an Art Commission representative on aesthetics. The Art Commission will want the visual impact to be minimal. There is a possibility that, if the devices are attached to something that is

already built, such as a light fixture or a building, the Art Commission may not have jurisdiction.

The Commissioners discussed issues of Art Commission jurisdiction in this situation and in regard to aesthetic review from such building-related perspectives as energy consumption and conservation.

The meeting adjourned at 5:35.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Rich Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE
REGULAR MONTHLY MEETING FRIDAY JANUARY 12, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE
Phase I, II, III
Deborah Learner, Recreation and Park Department

III. McLAREN LODGE HANDICAP ACCESS DESIGN PROJECT
Phase III
Deborah Learner, Recreation and Park Department
Adrienne Wong, Wong La Rocca Inc.
Robert La Rocca, Wong La Rocca Inc.
Bruce Conner, Kwan Henmi, Architects Inc.

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE TERMINAL/HANGERS/VEHICLE MAINTENANCE BUILDING
Phase I & II
Randy DeVoto, Corlett, Skaer and DeVoto Architects Inc.
Joseph Chow, Joseph Chow & Associates
Steve Hung, Project Manager, SFIA

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V. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING/SECONDARY BUILDINGS - SEPTAGE/HAZARDOUS MATERIALS BUILDING & MAIL SORT AIR CARGO BUILDING
Phase I, II, III
Art DeRosia, Dan Gates , Miller Cook Architects, P.C.

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/BOARDING AREA G
Phase III
Mark Otsea, Hellmuth, Obata & Kassabaum - Group 4 - Robert B. Wong Architect

VII. PUBLIC COMMENT
At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VIII. COMMISSIONER AND STAFF REPORTS

IX. ADJOURNMENT

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ACCESSIBILITY INFORMATION

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE REGULAR MEETING
January 12, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy

Staff present: Nancy Gonchar, Rich Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

II. Golden Gate Park Light Posts: Preferred Alternative Phase I, II, III
Martha Ketterer, Recreation and Park Department

Ms. Ketterer presented illustrations and samples of the proposed alternative light posts, which will replace the cobra heads and be installed at distances of 200 to 250 feet apart. The design is a traditional concrete classical fluted bowl at a height of 18 feet. For the posts, Rec and Park staff members have agreed on a bulkier column because the more slender models seemed to disappear in their surroundings. The color is green aggregate. The preferred alternative was chosen because of the mass, detail and classical nature.

The Commissioners expressed some reservation to the heavier column. They decided to reconsider the item at the January 22 meeting after viewing the fixture samples more closely themselves in the park.

Motion to defer approval of Golden Gate Park Light Posts: Preferred Alternative Phase I, II, III to January 22.
Motion: Meyer
Vote: Unanimous

III. McLaren Lodge Handicap Access Design Project Phase III
Adrienne Wong, Robert La Rocca/Wong La Rocca Inc.

Mr. La Rocca submitted the construction documents and project specifications for the project, which includes a handicapped ramp, lighting and paving.

Motion to approve McLaren Lodge Handicap Access Design Project Phase III
Motion: Healy
Vote: Unanimous

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IV. San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building
Joseph Chow, Joseph Chow & Associates
Steve Hung, Project Manager, SFIA
Dana Banks, Klein, Merrill Associates
Mr. Chow presented drawings to show a closer relationship between the hangars and the executive terminal, in response to the Committee's previous recommendation. The hangar exteriors have been given a different treatment. The box-like appearance has been broken up by a siding with vertical divisions. The siding projects out 12 inches.

Ms. Klein presented plans for the landscaping, with a Spanish colonial theme as representative of San Francisco. She described plans for a plaza with annual plants and patterned concrete surface. Fencing is black vinyl coated chain link with decorative gates, probably of welded iron. Proposed plant materials include Myoporum, Fern Pine, Hollywood Cherry, and the New Zealand Christmas Tree. Plaza trees would be either Australian Willow or Saratoga Bay. Furnishings include benches in front of the Executive Terminal as well as benches for employees within a small screened area. The landscape designers also propose a copper topiary frame representing the Greek mythological figure Icarus. Accent planting in front of it would consist of lavender and other colorful, easily maintained perennials.

The Commissioners agreed that the appearance of the large auxiliary buildings had evolved but that the landscaping and Spanish colonial theme were not in keeping with the stylish, modern buildings. They asked to see landscaping more in line with the industrial quality of the buildings. They also suggested the topiary should be planted.

The Committee agreed to approve phase I and II for the buildings but withheld phase I approval for the landscaping.

Motion to approve San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Phase I and II, except for landscaping.
Motion: Meyer
Vote: Unanimous

V. San Francisco International Airport/United Airlines, Ground Service Equipment Building/Secondary Buildings--Septage/Hazardous Materials Building & Mail-Sort Air Cargo Building Phase I, II, III
Dan Gates, Miller-Cook Architects
Mr. Gates presented plans for the secondary buildings. The Septage/Hazardous Materials Building will have no enclosure and will be screened by a cyclone fence. The screen will provide ventilation and openness. It will relate to the main building. Both will be the same color.

The Commissioners expressed a concern that the auxiliary buildings be as integrated with the main building as possible. They discussed possible alternative materials for the screening and expressed reservations to the downspouts of the hazardous materials building. They asked Mr. Gates to send examples showing a new treatment of the downspouts and screens.

Motion to approve San Francisco International Airport/United Airlines Ground Service Equipment Building/Secondary Buildings - Septage/Hazardous Materials Building & Mail Sort Air Cargo Building, phase I, II, contingent upon approval of new treatment of downspouts and screens

Motion: Healy
Second: Unanimous

VI. San Francisco International Airport/Boarding Area G Phase III
Mark Otsea, Hellmuth, Obata & Kassabaum - Group 4 - Robert B. Wong Architect

Mr. Otsea presented the final plans for Boarding Area G. For the glass, the choices were either fritted glass or louver glass, but the final technical review revealed that the louver glass was more problematic. He presented a sample of the final selection, which consisted of two layers of blue-green glass with a dot-matrix inner layer. It will not give off as much reflection at night and it has been tested successfully with computer terminals.

Motion to approve San Francisco International Airport/Boarding Area G Phase III
Motion: Meyer
Vote: Unanimous

VII. Commissioner and Staff Reports

The Committee members discussed the complexity of the San Francisco International Airport projects, the need for an indication of the massing and placement of projects, and the goal of integrating all of them.

The Committee will meet at SFIA, at the Delta Terminal on Monday, January 22 at 3 p.m.

The meeting adjourned at 5:15 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Rich Newirth, Director

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SAN FRANCISCO ART COMMISSION

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SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW MEETING
OF JANUARY 15, 1996
25 VAN NESS, SUITE 70 AT 3:00 P.M.

HAS BEEN CANCELLED

SPECIAL CIVIC DESIGN MEETING
WILL BE HELD ON JANUARY 12, 1996
AT 3:00
25 VAN NESS, SUITE 70

City and County of
San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING MONDAY JANUARY 22, 1996
3:00 P.M.
SFO DELTA BUILDING - 3RD FLOOR, CONFERENCE ROOM C
710 McDONNELL ROAD
SAN FRANCISCO, CA 94128
(see attached directions, public transportation,
Sam Trans Lines 3B, 3X, 5B, 7B)

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE
Phase I, II, III, Recreation and Park Department

III. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING/SECONDARY BUILDINGS - SEPTAGE/HAZARDOUS MATERIALS BUILDING & MAIL SORT AIR CARGO BUILDING
Removal of contingency Phase I & II, Phase III
Miller Cook Architects, P.C.

The following items will address San Francisco International Airport construction projects.

IV. INBOUND/OUTBOUND ROADWAYS
Keith Bull, Parsons, Brinckerhoff, Quade & Douglas

V. CIRCULATION ROADWAYS
Brian Dykes, DeLeuw Cather

VI. AIRPORT LIGHT RAIL SYSTEM (ALRS) GUIDEWAYS
Scott Danielson, Parsons, Brinckerhoff, Quade & Douglas

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VII. PARKING STRUCTURES
Peter Hockaday, ED2 International/MBT Architecture

VIII. PUBLIC COMMENT
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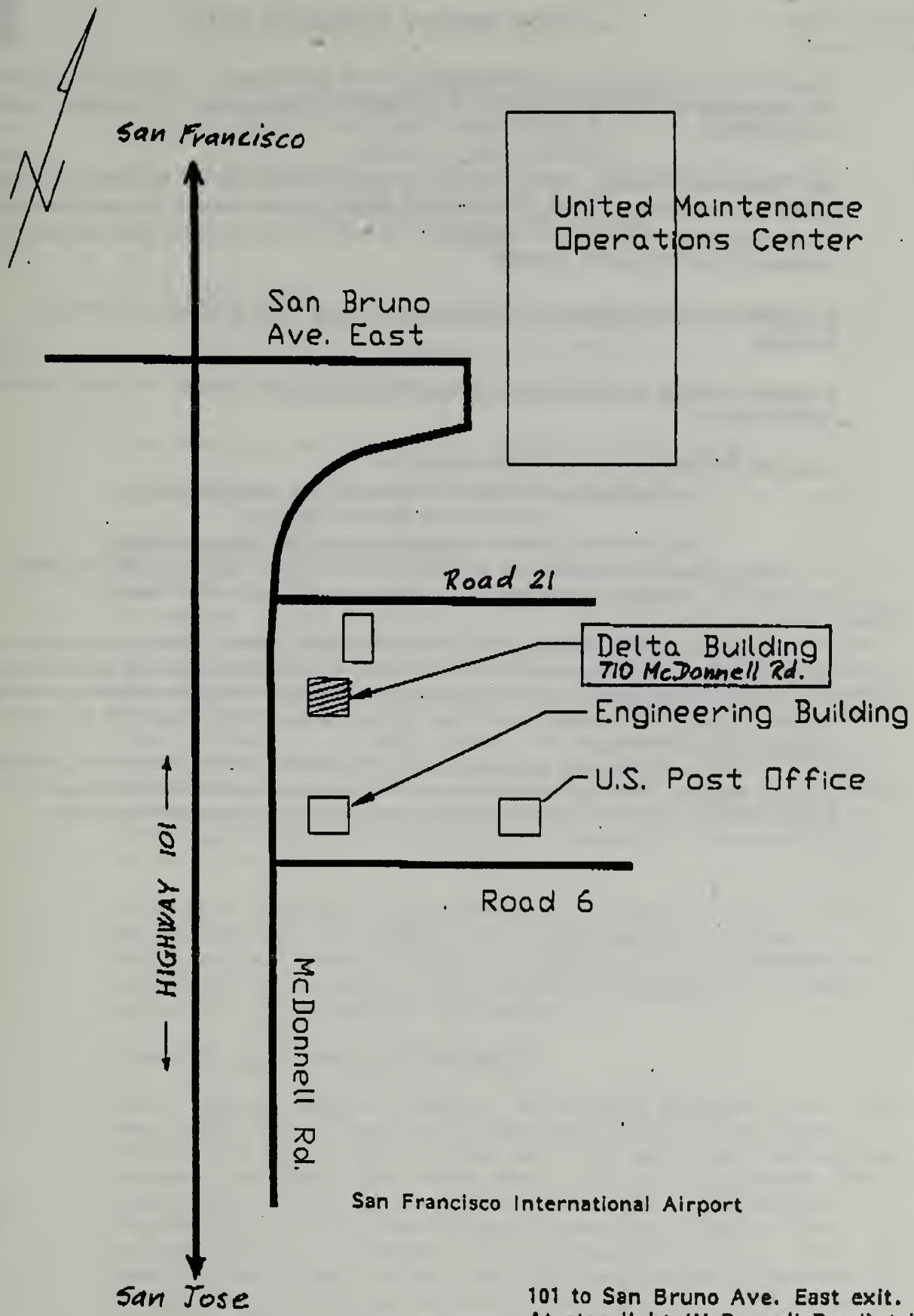
VIII. COMMISSIONER AND STAFF REPORTS

IX. ADJOURNMENT

AGENDA 1/16/96



101 to San Bruno Ave. East exit. At stop light (McDonnell Road) take right. Follow McDonnell Road south to 710 McDonnell Road (Delta).

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

January 22, 1996
SFO Delta Building - 3rd Floor, Conference Room C
710 McDonnell Road
San Francisco, CA 94128
3 p.m.

I. ROLL CALL

Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy

Staff present: Nancy Gonchar, Michele Liapes

The meeting was called to order at 3:15 p.m.

II. PRESENTATIONS ON AIRPORT STRUCTURES

Inbound/Outbound Roadways

Keith Bull, Parsons, Brinckerhoff, Quade & Douglas, presented phase I plans for the system of access roads to and from the existing and international terminals. The approach roads have been extended to give drivers more decision-making time after they leave the freeway. The approach from the north, which begins at the 380 interchange, is longer than the approach from the south, which begins beyond the Millbrae interchange. Effort has been made to match the existing structures. Additional columns will be added where needed to tie into the existing structure. A graphic designer will be contracted for the signage.

Committee members expressed their strong concern that the design of the structure coordinate with the CalTrans and basic airport structures. They suggested landscaping to soften the potential negative visual impact of the roadway channels.

Elevated Circulation Roadways

Brian Dykes, DeLeuw Cather, presented changes that had been made since the last time the project had come before the Committee. There will be only two levels of roadway, so that the structure will be lightened. The single-deck parking structure has been landscaped. A greenbelt will be established down the middle. The project team has worked on the edge barrier so that the handrail will not be in conflict with what Skidmore Owings and Merrill plans for the terminal. There will be a transition from a boat-shaped configuration to a simpler pattern with a horizontal element on the top and bottom. The rail stops at the planter, but the top part continues along the planter.

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For signage, the project team proposed a horizontal black surface with traffic signs relating to the airport in blue and signs relating to the freeway in green. This concept is based on the California state manual of highway signs. There will also be changeable message signs, such as those indicating a full garage. The plan is to examine all possible situations and have a sign consultant address them.

In response to a comment from Commissioner Meyer about wanting to see more visual attention to the columns, the project team explained that they and the Skidmore Owings and Merrill consultants wanted to keep a simple concrete vocabulary without detail.

Light Rail System (ALRS) Guideways

Scott Danielson, Parsons, Brinckerhoff, Quade & Danielson, addressed the Committee's previously expressed concerns regarding visual coordination with adjacent structures. The open parapet element has been replaced with a closed parapet with an edge that is a continuous element along the entire loop. The strong shadow line of the parapet will be effective. The walkway would seldom be visible with the possible exception of the top edge of the rail.

The columns will be a series of oval and round columns that would be similar to those used by DeLeuw Cather. Keith Bull said he was using the same criteria as other consultants.

There will be a central cover of landscaping along the entire ALRS.

The consultants and commissioners discussed the north loop, extending from the front of the terminal complex, through a station at road six, a maintenance facility for the system, and a stop with a rental car facility. It will be a simple double viaduct using a trapezoidal box design. Columns will be the same spacing and module as those for Route 380. There will be a series of escalators and stairs at each stop. Plans provide for the possibility of a future connection with CalTrain.

Parking Structure

Peter Hockaday, ED2 International/MBT Architecture, reported on progress for the parking structure. He said that the intent was to see the people-moving vehicles passing through the parking structure. Links to the buildings are to be as open as possible. Two individual girders will enter the garage building, and a single solid girder will enter and leave the IT. Consultants

are currently working on how the girder meets the building.

In answer to a question from Commissioner Freebairn-Smith on potential conflicts between the ALRS and the IT, Mr. Hockaday answered that the issue was sectional. Since the guideway is within the preordained widths, the transition elements can be accomplished. One critical dimension is the guideway box, which is a 15-foot deck where it meets the IT. The intent is to pick up the vertical parapet that is in the IT at this point.

In answer to a question from Commissioner Meyer, it was said that the dimension between the vertical and flaired rail was critical for cabling. The trackway will be the same width within the IT as it will be at the entry point. There is some variation in width at certain spots, such as the garage.

In response to a question from Commissioner Freebairn-Smith on design continuity, Mr. Hockaday said that the MBT platform is fully integrated with the SOM design. All stations are configured in the same way as the center platform. Commissioner Freebairn-Smith asked if the vertical circulation elements would be handsomely integrated into the building. Mr. Hockaday said that the number of columns have been reduced. The column spacing will be simplified. In the garage, there will be double columns, one on the exterior and another shoehorned through the existing structure. They require horizontal stiffening at the 5th level, which is being integrated into the fascia at that level. The consultants also propose a screen to help define the station and reduce impact of the large columns on the exterior. The details of the screen and the pedestrian bridge will be coordinated very carefully. The consultants are trying to develop vertical circulation up from the third and fourth levels of the garage to take advantage of the bridges.

Mr. Hockaday reported on the progress for BART. He and his team are still examining options for BART, but there should be no effect on the rest of the design. The BART station, a three-track station, will be a 900-foot by 100-foot building. The elevation will be 44 feet. The light rail station above will have a comparable platform. Because of the multiple transportation systems, the columns will be larger but contained within the structure. They will not be close to major public views. The BART station is more of an interior design problem. The exterior is shaped by its adjacency to the roadway and airfield. MBT and SOM are coordinating on the linkages between the IT and BART station. The BART project is in the latter stage of

schematic design, and the BART Board will review it first.

III. DISCUSSION ON AIRPORT DESIGN CRITERIA

The Commissioners and presenters discussed the use by all consultants of the same design criteria and the formation of a design task force to ensure that the various pieces would work together.

Pat O'Brien reviewed plans for the landscaping. Ground planting will be a series of ornamental grasses. There will be poplars on the slopes in front of the IT. There will also be grids of trees, so that there is greenery everywhere one is moving through.

The consultants and Commissioners discussed landscaping of CalTrans property. The Airport is financing all construction on CalTrans property. Under the current contract, the Airport would restore landscaping on the property to the same level as before, requiring only about 50 cents per square foot. For more elaborate landscaping, a letter from the Art Commission to the Airport Commission would be helpful.

Commissioner Healy expressed her concern about the number and variety of columns.

IV. SPECIFIC RECOMMENDATIONS AND ACTIONS TAKEN ON AIRPORT PROJECTS

<u>ALRS Phase I</u>

The commissioners asked the design team to study the top rail to add vertical emphasis. They asked them to enhance architecturally the point where the access to the airport intersects with the light rail.

Motion to approve San Francisco Airport Light Rail System (ALRS) Guideways Phase I
Moved: Meyer
Vote: Unanimous

<u>Inbound/Outbound Roadways Phase I</u>

The Commissioners suggested that a visual element, possibly planters or a shaping of the physical structure, be included to terminate the access system and draw attention to it. They also recommended contracting for increased landscaping to cover the CalTrans Land. The Art Commission will write a letter on this issue to the Airport Commission.

Motion to approve Inbound/Outbound Roadways Phase I.
Moved: Meyer
Vote: Unanimous

Elevated Circulation Roadways Phase II

The Commissioners agreed that the signage needed more study. They approved the roadway structure phase II, but agreed that this should not include approval of the signage design. In particular, they objected to the black background. It was suggested that a softer, dark gray might be preferable. They asked the consultant to return for signage phase I. They suggested that one contractor should mastermind and coordinate the signage for the entire airport project. They said they would support an Airport Commission effort to coordinate lighting and graphics throughout the project.

Motion to approve San Francisco Airport circulation roadways phase II
Moved: Meyer
Vote: Unanimous

Project Coordination

The Commissioners agreed that the consultants had made significant progress in design and design coordination of airport projects. They commended the consultants on their presentations.

V. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE PHASE I, II, III

The Commissioners discussed the alternatives for the new light posts. Commissioners Freebairn-Smith, Healy and Meyer expressed their strong preference for the middle column design, a slender fluted pole, and for the diffuser and diffuser collar designs and color of the easterly sample (the preferred alternative). Commissioner Rogers supported the preferred alternative.

Motion to disapprove Golden Gate Park Light Posts: Preferred Alternative Phase I, II, III.
Motion: Meyer
For: Freebairn-Smith, Healy, Meyer
Against: Rogers

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES, GROUND SERVICE EQUIPMENT BUILDING/SECONDARY BUILDINGS--SEPTAGE/HAZARDOUS MATERIALS BUILDING & MAIL-SORT AIR CARGO BUILDING PHASE I, II, III.

The Commissioners reviewed the revised treatments of downspouts and screens. They agreed to remove the contingency for approval of Phase I, II, III. They also suggested that the consultants change to a one by one grid at the same gauge for the screens if it was within their budget.

Motion to approve San Francisco International Airport/United Airlines Ground Service Equipment Building/Secondary Buildings - Septage/Hazardous Materials Building & Mail Sort Air Cargo Building, phase I, II, III.
Moved: Meyer
Vote: Unanimous

The meeting adjourned at 6:15 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Rich Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MONTHLY MEETING MONDAY, FEBRUARY 12, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. COMMUNITY BUILDING, JOSE CORONADO PLAYGROUND
Phase I
Patrick Mora, Mora Architects; Brian Gatter, DPW-BOE, Landscape Architects
Joanne Wilson, Recreation and Park Department

III. HALLIDIE PLAZA ACCESS ELEVATOR
Phase III
Glenn Hunt, Bureau of Architecture
Michael Willis, Michael Willis & Associates

VI. FIRE STATION #34 RENOVATION
Phase III
Tony Leung, Bureau of Architecture

V. MID EMBARCADERO SPLIT ROADWAY
Informational Discussion
Rebecca Kohlstrand, Waterfront Transportation Projects, CAO's Office

City and County of San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

VI. COMMISSIONER AND STAFF REPORTS

VII. ADJOURNMENT

2/6/96

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING
February 12, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy, Terri Simon

Staff present: Nancy Gonchar, Rich Newirth, Jill Manton, Tonia Macneil, Michele Liapes

The meeting was called to order at 3:15 p.m.

II. Community Building, Jose Coronado Playground Phase I

Joanne Wilson, Department of Recreation and Parks, reviewed the community issues for the new community building, which will occupy the Northeast corner of the park.

Brian Gatter, DPW, described the exterior improvements, which included a new play structure and swings, preservation and replanting of existing trees, an opened up space for multiuse, a resurfacing of the asphalt area with new game layouts.

Daniel Bandini, Mora Architects, described features of the building. It will include indoor restrooms, an office for the playground director and space for community activity. The art enrichment project by Eduardo Pineda will include tile finishes on the building which will tie into the existing mural. The metal roofing is designed so that balls will not remain there. In answer to a question from Commissioner Freebairn-Smith on the fencing, Mr. Bandini said that the budget was not sufficient for new fencing.

In public testimony, Ed Bingham asked that the building be kept as low as it is in the conceptual plan.

The Commissioners recommended more study of the overhang, the barrel-vault windows, and the ground level windows on the south side. They asked for more emphasis on the entry.

Motion to approve community building, Jose Coronado Playground, Phase I.
Moved: Rogers
Vote: Unanimous

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Civic Design Review Committee Minutes 2/12/96

III. Hallidie Plaza Access Elevator Phase III

Chuck Leone, Michael Willis & Associates, presented construction documents for the access elevator. Though it still consists of a stainless steel shaft and skin, the form has evolved, since the previous design was considered by other agencies to be a major encroachment onto rail lines and the sidewalk. Consequently, the geometry has evolved from a cylindrical form to a square shaft contained within a circular screen. The screen is bracketed off the shaft and now hovers above the ground in the plaza. It extends 12 feet above the top of the shaft. It will be easy to clean. The mesh is 11-gauge punched metal with a 50% transparency. The light will play across it in a variety of ways. There will be four different finishes to the steel. The art enrichment project by John Ammirati will be an etching of the stainless steel doors. To protect them, there will be layer of sliding security doors of the same perforated metal as the elevator screen.

The Commissioners disapproved Phase III on the grounds that the structure was different from what they had approved in Phases I and II. They said that the new form was a conceptual issue. The expressed the following specific concerns. The new shape lacked the dynamic, elegant quality of the previous one. They asked to see a new compelling geometry. The security doors are a significant composition, and the committee members need to see what they will look like. They were concerned about the relationship of the top of the interior mass to the first horizontal division in the screen. They asked the project team to return with illustrative materials on the points they had raised.

Motion to disapprove Hallidie Plaza access elevator Phase III.
Moved: Meyer
Vote: Unanimous

IV. Fire Station #34 Renovation Phase III

Tony Leung, BOA, presented the construction documents, which included some changes since his previous presentation because of stipulations by the State Office of Historic Preservation. That office wanted the new building to be secondary to the existing one. The new building has been lower approximately two feet. Window sizes have been reduced by the removal of one level of window panes. The connecting link will be a very simple one in stucco, but in a darker brick color, as directed by the Historic Preservation Office. The darker color replaces the gray limestone color. There will be punch openings on the upper level and deep recesses in the wall on the lower level to conform with the existing building.

The Commissioners agreed to approve Phase III but recommended a number of changes to be submitted to the State Office of Historic Preservation. The color of the link building should be dark brown instead of the brick color. The bottom row of recesses in the stucco link should be eliminated. The upper row of windows in the link should be divided . The lower windows of the new building east of the link should be visually extended into the base with glass or another architectural treatment. The color of the frieze at the top of the new addition should remain light gray in accord with the Committee's original recommendation.

Commissioner Freebairn-Smith dissented from approval because in his opinion the building is too small for all elements.

Motion to approve Fire Station #34 Phase III.
Moved: Meyer
For: Meyer, Healy, Rogers
Against: Freebairn-Smith

V. Informational Discussion on Mid-Embarcadero Split Roadway

Rebecca Kohlstrand and John Thomas, Waterfront Transportation Projects, Office of the CAO, presented the latest refinements on the DPT variant with a Mid-Embarcadero split roadway, endorsed by the Board of Supervisors on January 18. The westside sidewalk now bumps into the park on the northern section of the roadway between Broadway and Washington. The roadway has been realigned so that it is more continuous. An additional left-turn lane has been added at Washington Street. Sidewalks are wider. There is a possibility of underground parking at block 202, with access from Drumm instead of Washington. This would allow for a rail spur along Washington Street into Chinatown. In the mid section, the amount of usable space between roadways has been maximized. The alignment for the rail has been straightened to eliminate jogs, so that there is a smooth transition in front of the Ferry Building. There will be a 40-foot promenade area in front of the Ferry Building. The broad plaza area in the middle will be about 94 feet. Staff is investigating a possible correction in the crossing between the Ferry Building and Market, so that pedestrians are visually oriented toward Market Street instead of the neighboring Hyatt Regency. The frontage road is being modified for safety.

The Commissioners discussed possible modification of the geometry to increase the plaza space and preserve the possibility of submerging the northbound lanes at some point in the future.

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In public testimony, Carl Maletic, DeMars and Maletic, reviewed some of the issues relating to the Art Commission alternative roadway scheme.

The Commissioners emphasized their wish to cooperate with the CAO's office while working to implement the best design currently possible for San Francisco.

The meeting adjourned at 6:00 p.m.

Submitted _____
Michele Liapes, Program Assistant

Approved _____
Rich Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, MARCH 18, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

NOTICE: With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

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I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers

II. CIVIC CENTER PLAZA PLAYGROUND II
Phase I
John Thomas, Department of Public Works
Deborah Learner, Recreation and Park Department

III. ADAMS ROGERS PARK RESTROOM
Phase I, II, III
Michael Thomas, Department of Public Works
Deborah Learner, Recreation and Park Department
Kenji Murokami, consulting architect

IV. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE
Phase I, II, III
Deborah Learner, Recreation and Park Department

V. DOBBS INTERNATIONAL SERVICES INC. FLIGHT KITCHEN
SAN FRANCISCO INTERNATIONAL AIRPORT
Phase I
Art DeRosia, Miller Cook Architects, P.C.

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25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

VI. RENTAL CAR FACILITY ON LOT D
SAN FRANCISCO INTERNATIONAL AIRPORT
Phase I
Frank Tomsick, ED2/MBT

VII. FULTON STREET MALL DESIGN GUIDELINES
Informational Presentation
Evan Rose, Planning Department

VIII. REVITALIZATION OF CIVIC CENTER: FULTON ST., UN PLAZA, CIVIC CENTER PLAZA, BROOKS HALL
Informational Presentation
Bonnie Sherk, Director, A Living Library

IX. COMMISSIONER AND STAFF REPORTS

X. ADJOURNMENT

3/11/96

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J, K, L, M, and N Trains--stopping at Van Ness and Market,
one-half block from the building.
9, 26, and 42 Buses--serving the area of Van Ness and Market.
Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.
For more information on accessible transit, call (415) 923-6142.

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING
March 18, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call

Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy

Staff present: Nancy Gonchar, Rich Newirth, Jill Manton, Michele Liapes

The meeting was called to order at 3:10 p.m.

II. Adams Rogers Park Restroom Phase I, II, III

Project architect Kenji Murokami presented the design and plans for the Adams Rogers Park restroom building, which has been designed as a functional, durable and attractive amenity. The building will recede into the hill, keeping the same profile as the hill. The color scheme is red and beige. The beige concrete wall will consist of split-faced blocks. It will be 15 feet high in back. The steel roof will be a redwood color.

In response to Commissioner concerns about rainpour from the roof above the entrance, it was pointed out that the roof's ribbing would distribute the water.

Motion to approve Adams Rogers Park Restroom Phase I, II, III.
Moved: Healy
Vote: Unanimous

III. Civic Center Plaza Playground II Phase I

John Thomas, DPW, presented conceptual design for the Civic Center Plaza Playground II, an additional playground for slightly older children. In answer to Commissioner concerns about the open space of the Civic Center Plaza, it was answered that the playground would reclaim a portion of the plaza. Existing olive trees would be incorporated into the playground.

He described the elements and equipment of the proposed playground, including two swings, a clatter bridge, elevated decks, and other items. He said the second playground was compatible with the first one, the tot lot.

City and County of San Francisco

Commissioner Freebairn-Smith raised the issue of the relationship of the design elements and character of the proposed playground to the Beaux Arts environment. He said he would like to see a presentation of the long-range plan for the entire plaza first.

Mr. Thomas answered that the team was working with the existing plaza design. He said that the time frame for a new plan and its construction was uncertain.

Commissioner Meyer suggested that it would be possible to accommodate children's needs in the context of the existing Beaux Arts setting. He said that the pipe system design and rotated geometry were not appropriate. He said the diagonal was acceptable. He asked the team to use elements of Beaux Arts design.

Deborah Lerner, Recreation and Park Department, raised the issue of safety standards.

Commissioner Healy said that the design of a great space was at stake. She urged against repeating the mistake of the first playground, which had been presented as temporary.

Commissioner Rogers suggested that the proposed design had limited appeal from a child's perspective. He wanted to see a playground that accommodated the needs of children while fitting in with the Beaux Arts environment.

Ms. Lerner asked the Commissioners to provide guidelines that they thought were pertinent for the design team to consider in reworking the design.

The Committee commended the project team for the large amount of work but declined to approve the design.

The project team agreed to return with a revised design.

IV. Golden Gate Park Light Posts: Preferred Alternative Phase I, II, III

Deborah Learner, Recreation and Park Department, presented the department's preferred alternative for light fixtures. The lights will be in a phased manner throughout the park, with three levels of lighting in pedestrian zones. Except for the main routes and intersections, where lighting would be more intense, park lighting would be based on the idea of a beam light, forming pools of light. She suggested that the Committee's choice for a pole was not as tall or elegant as she would prefer. The Rec and Park preferred alternative would also be easier to access for repair. She suggested that the Committee preference didn't have enough presence. The Commissioners agreed that Rec and Park preferred

alternative, the fluted pole with the stem, would be taller than the photographs provided in the previous presentation had suggested. Commissioner Rogers reiterated his preference for a strong presence.

Motion to approve Golden Gate Park Light Posts, Preferred Alternative Phase I, II, III.

Moved: Rogers
For: Rogers, Meyer, Healy
Against: Freebairn-Smith

V. Dobbs International Services Inc. Flight Kitchen, San Francisco International Airport Phase I

Art DeRosia, Miller Cook Architects, presented the conceptual design for the 130,000 square-foot, two-story facility. The ground floor would be 80,000 square feet, and the second floor, 50,000. There will be a parking lot for vehicles and a catering dock. The exterior skin will be tilt-up concrete. The design team is considering perforated metal screens. Since the facility would be next to the GSE Building, elements of that design form have been adopted. Commissioner Meyer liked the relationship of the banded articulation to the nearby building, and encouraged continued exploration of that relationship. He and the other Committee members agreed that the structural element at the entrance was awkward. They asked the design team to restudy the entrance.

Motion to Approve Dobbs International Services Inc. Flight Kitchen San Francisco International Airport Phase I
Moved: Rogers
Vote: Unanimous

VI. Rental Car Facility on Lot D, San Francisco International Airport

Frank Tomsick, ED2/MBT, presented the conceptual design for the rental car facility along MacDonald Ave. It will occupy 23 acres of land. The main building will be a five-story building surrounded by an outdoor parking area.The 7-acre five-story building will be stepped, and the fourth floor will be contiguous with the LightRail. It will be a cast-in-place concrete building with split-faced masonry units. Another building will be a service station for maintenance and cleaning of cars. There will be a bus-loading facility and a light-rail stop along MacDonald Road.

Commissioner Rogers liked the ramp in the back and suggested it should be more visible. He urged the architect to pay particular attention to materials so that the finished project would not be an unbroken wall. Commissioner Meyer also liked the split-faced block, but expressed his interest

in seeing a rhythm to the closeup. He cited the south of Market CostCo structure as an example.

In response to a question from Commissioner Freebairn-Smith, it was explained that there would be a central counter to help people find the rental company they wanted.

Motion to approve Rental Car Facility on Lot D, San Francisco International Airport, Phase I.
Moved: Meyer
Vote: Unanimous

VII. Fulton Street Mall Design Guidelines

Evan Rose, Planning Department, gave an informational presentation on design guidelines for the Fulton Street Mall, which would extend between Hyde and Larkin and pass between the future Asian Art Museum and New Main Library. It is part of the large-scale planning for Civic Center. It would be closed to vehicles, though there is a need for passenger dropoff at the west end, and would serve as a space for people. Temporary activities, such as the Farmer's Market and cafes, would be encouraged

The mall would be paved in a nice stone, such as cobble stone. The edges are intended to be intimate. The idea is to restore the visual connection to City Hall. There is also a plan for art enrichment at the Civic Center Bart Station.

Draft guidelines will be proposed for adoption after citizen review comments are in and will be presented to the Planning Commission. The document will serve as a basis for the new design.

Commissioner Freebairn-Smith expressed his concern that the mall be compatible with the Beaux Arts environment of Civic Center.

The Commissioners agreed to develop comments in response to the draft guidelines at the next Civic Design Committee meeting.

In public testimony, Jim Haas, chairman of Civic Pride, expressed his concern for seeing a plan in place soon, and his hope for a civic center that people will proud of. He urged the Committee members to take initiatives where others had not.

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VIII. Revitalization of Civic Center: Fulton Street, UN Plaza, Civic Center Plaza, Brooks Hall Informational Presentation

In an informational presentation, Bonnie Sherk, director of A Living Library, described her idea for a civic center international garden, consisting of multicultural "outdoor rooms" from Market Street to City Hall. Proposals for gardens in the plaza included a California history garden, a government law and justice garden, an ecology garden and an arts garden. She urged the Committee members to consider the possibilities for simultaneous cultural activity in such outdoor rooms.

The meeting adjourned at 6:15 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Rich Newirth, Director

SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, APRIL 15, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. HALLIDIE PLAZA ACCESS ELEVATOR
Phase I & II
Glenn Hunt, Bureau of Architecture
Charles Leoni, Michael Willis & Associates Architects

III. BEACH CHALET PROJECT
Removal of contingency
Jorge Alfaro, Bureau of Architecture
Deborah Learner, Recreation and Parks Department

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE TERMINAL/HANGARS/VEHICLE MAINTENANCE BUILDING
Phase III
Joseph Chow, Joseph Chow & Associates
Steve Hung, Project Manager, SFIA
Randy DeVoto, Corlett, Skaer & DeVoto Architects

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V. STANYAN MEADOWS ENTRY DESIGN
Phase I & II
Deborah Learner, Recreation and Park Department
Martha Ketterer, Department of Public Works

VI. SAN FRANCISCO WATER DEPARTMENT MILLBRAE NORTH BUILDING
Phase I
Dennis Tsai, Project Manager, Utilities Engineering Bureau

VII. FULTON STREET MALL DESIGN GUIDELINES
DRAFT FOR CITIZEN REVIEW
Review and comment with possible vote to accept as is or with contingencies
Evan Rose, Planning Department

VIII. FENCE FOR SOMA GARDENS
Phase I, II, III
Douglas Wildman, San Francisco League of Urban Gardeners

IX. SAN FRANCISCO INTERNATIONAL AIRPORT
AIRPORT CONTRACT NOS. 5828 & 5831
EMERGENCY RESPONSE FACILITIES
Phase I
Michael Varner, Project Manager, SFIA

X. DOBBS INTERNATIONAL FLIGHT KITCHEN
Phase 2
Dan Gates, Miller Cook Architects

XI. COMMISSIONER AND STAFF REPORTS

XII. ADJOURNMENT

4/4/96

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING
April 15, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Rod Freebairn-Smith, Stanlee Gatti, Bill Meyer, Emery Rogers

Staff present: Nancy Gonchar, Rich Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.
Commissioner Meyer arrived at 3:30.

II. Hallidie Plaza Access Elevator Phase I, II

Architect Michael Willis reviewed the refinements in response to previous committee concerns. The elevator structure is cylindrical, as in the first presentation, and is perpendicular to the Ellis Street grid. At night, the structure will be lit from within. The materials are the same. There will be no mechanical equipment on the roof.

Commissioners Freebairn-Smith and Rogers said they preferred the subtlety of the original presentation but agreed that previous problems had been solved geometrically. Commissioner Gatti preferred the present design. Commissioner Meyer did not take part in the discussion or the vote at the direction of the City Attorney.

Motion to approve Hallidie Plaza Access Elevator Phase I, II.
Moved: Freebairn-Smith
Vote: Unanimous

III. Beach Chalet Project

Jorge Alfaro, Bureau of Architecture, presented solutions to previous Committee reservations to the Beach Chalet project. Flooring materials for the stairwell will have no raised bumps. Colors will be matched to the present colors. In response to the concern about acoustical tiles in the main exhibit room, the decision has been made to have no tiles since they do not work with the historic wood beams.

Motion to remove contingency for Beach Chalet Project.
Moved: Gatti
Vote: Unanimous

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IV. SFIA/Main Executive Terminal/Hangars/Vehicle Maintenance Building, Landscape Design Phase I, II

Dana Banks presented the revised landscape design for Phase I, II. The plaza area has been simplified to be more compatible with the high tech image of the building. The paving pattern has been simplified. The colors of the paving have been refined. The main color will be a light beige with dark beige accenting. Plantings will be wind- and drought-tolerant. Fencing will be black vinyl-coated chain link with a simple metal gate. A concrete bench with an aluminum back will be a focal point. In response to a question about whether a bench was appropriate, Ms. Banks said that she thought it would be used.

Motion to approve SFIA Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Landscape Design Phase I, II.
Moved: Meyer
Vote: Unanimous

V. Stanyan Meadows Entry Design Phase I, II

Deborah Learner, Recreation and Park Department, and Martha Ketterer, DPW, presented the design for the entry at Haight and Stanyan. It is designed to provide improved pedestrian access and a better view into the park. The entry design is a simple plaza with columns (8 feet tall with 5-foot columns to the side), raised planting beds, and a barrier rail to guide pedestrian circulation. Materials will complement the stone of McLaren Lodge. Ms. Ketterer presented four sample materials--a gray concrete veneer stone, two sandstone samples and a fourth that was not identified.

Commissioner Meyer thought that columns and plantings should be taller and lit at night to accommodate viewing needs from Haight St. Commissioner Gatti suggested that all the columns should be taller. Commissioner Rogers liked the design, but said the pedestrian way needed definition. He suggested the use of large columns to flank the pedestrian entryway.

In response to questions on lighting, the project team said some poles could be relocated to the new entry area. Of the samples, the Committee members preferred the fourth. The Committee members asked the design team to consider the option of additional columns with the possibility of increasing their height.

Motion to approve Stanyan Meadows Entry Design Phase I.
Moved: Meyer
Vote: Unanimous

VI. Fulton Street Mall Design Guidelines Draft for Citizen Review

Evan Rose, Planning Department, and the Committee members discussed the draft guidelines for the Fulton Street Mall design. Mr. Rose summarized them briefly. The guidelines embody the general goals and ideas for Civic Center. Fulton Street will be closed to through traffic. The Pioneer Monument would reinforce the axis. Some passenger dropoff will be needed. There will be some decorative paving.

The Commissioners voiced concern about the coordination of the Mall design with an overall Civic Center plan.

Commissioner Rogers said that too much of the open space was paved and the softscape too minimal. Commissioner Gatti said that Fulton Street should be open to vehicular traffic.

For specific changes to the guidelines, the Commissioners made the following suggestions.

* The term "flexible space" suggests too much hardscape and should be amended.
* Plans for softscape do not encourage enjoyment of the softscape and should be changed accordingly.
* The use of water should be introduced.
* Ideas for light space and education should be explored.

Motion to approve Fulton Street Mall Design Guidelines Draft with amendments.
Moved: Meyer
For: Freebairn-Smith, Rogers, Meyer
Against: Gatti

VII. Fence for SOMA Gardens Phase I, II, III

Douglas Wildman, S.F. League of Urban Gardeners, presented plans for the SOMA Gardens fence, which has been requested by the community. It would consist of four-foot-high redwood boards with two feet of lattice above, allowing pedestrians to view the garden.

The Commissioners expressed concern about the disappearance from view of part of the mural inside the garden. They thought the fence needed to be more transparent to preserve visibility to vehicular traffic and the greater community. Mr. Wildman agreed to ask the community to consider other options.

Civic Design Review Committee Minutes 4/15/96

VIII. SFIA International Airport Contract Nos. 5828 and 5831 Emergency Response Facilities Phase I

Michael Varner, Project Manager, SFIA, presented the plans for two emergency response facilities. No. 1 is a relocated facility and no. 3 is new.

No. 1 consists of a vehicle base plus an administrative and living facility. The vehicle base is a metal building with a curved roof structure. The administrative/living facility is steel with a curved roof structure. The walls will be treated with stucco. Facility no. 3 is a mirror image of No. 1, except for a more extended administrative/living area.

The Commissioners asked that the square mechanical area be given design attention. They also asked for some consideration of outdoor spaces for the crew.

Motion to approve SFIA Airport Contract Nos. 5828 & 5831 Emergency Response Facilities Phase I.
Moved: Meyer
Vote: Unanimous

IX. Dobbs International Flight Kitchen Phase II

Dan Gates, Miller Cook Architects, presented colors and materials. Materials are tiltup concrete and some precast concrete with aluminum perforated metal for accenting. There will be a heavier dark base and a lighter top. Accents include aluminum, white on the roof, and bold blue, the Dobbs corporate color. An outside patio space on the roof will not be visible from the outside.

Commissioner Meyer suggested that a taller entrance would make a stronger statement. Commissioner Rogers said the landscape architect should reconsider use of bougainvillea.

Motion to approve Dobbs International Flight Kitchen Phase II.
Moved: Meyer
Vote: Unanimous

X. Commissioner and Staff Reports

Commissioner Freebairn-Smith updated Committee members on the Mid-Embarcadero roadway design.

The meeting adjourned at 6:30 p.m.

Submitted Michele Liapes
Michele Liapes, Acting Commission Secretary

Approved Richard Newirth
Richard Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, MAY 20, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. HALLIDIE PLAZA ACCESS ELEVATOR
PHASE III
Glenn Hunt, Bureau of Architecture
Michael Willis & Charles Leoni, Michael Willis & Associates Architects

III. ALEMANY PUMP STATION STANDBY GENERATOR BUILDING
Phase III
Lota Nugid, Utilities Engineering Bureau
Mary Hobson, Project Engineer

IV. MID-MARKET STRATEGIC PLAN: 1995-1996
Discussion and possible motion, removal of granite benches.
Susana Montana, Planning Department

V. PANHANDLE PLAYGROUND REHABILITATION PROJECT
Phase I, II, III
Deborah Learner, Recreation and Park Department

City and County of San Francisco

VI. CIVIC CENTER PLAZA PLAYGROUND II
Phase I
John Thomas, Landscape Architect, DPW
Deborah Learner, Recreation and Park Department

VII. STANYAN MEADOWS ENTRY DESIGN
Phase II
Deborah Learner, Recreation and Park Department
Martha Ketterer, Landscape Architect, DPW

VIII. MISSION STREET PEDESTRIAN LIGHTING
Phase I & II
Martha Ketterer, Landscape Architect, DPW

IX. DOBBS INTERNATIONAL FLIGHT KITCHEN
Phase III
Dan Gates, Miller Cook Architects

X. AUTOMATIC PUBLIC TOILET PROGRAM
ROLL-UP DOOR KIOSK
Phase I, II, III
Jacob Szeto, Department of Public Works
representative, JCDecaux

XI. NORTH & SOUTH INTERNATIONAL PARKING GARAGES/SFIA
(Parking Structure - Lots A & B, Contract 5600.C)
Phase II
Ron Castillo, SFIA
Peter Hockaday & Jim Fong, ED2/MBT

XII. CONCOURSE H/AIRPORT BART STATION/SFIA (Contract 5670)
Phase I
Ron Castillo, SFIA
Peter Hockaday & Jim Fong, ED2/MBT

XIII. COMMISSIONER AND STAFF REPORTS

XIV. ADJOURNMENT

5/13/96

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9, 26, and 42 Buses--serving the area of Van Ness and Market.
Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.
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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING
May 20, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Rod Freebairn-Smith, Stanlee Gatti, Bill Meyer, Emery Rogers

Staff present: Nancy Gonchar, Rich Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.
Commissioner Meyer arrived at 3:20

II. Alemany Pump Station Standby Generator Building Phase III

Lota Nugid, Utilities Engineering Bureau, and Mary Hobson, Project Engineer, presented final drawings for the 36-foot by 28-foot standby generator building.

Motion to approve Alemany Pump Station Standby Generator Building Phase III
Motion: Gatti
Vote: Unanimous

III. Hallidie Plaza Access Elevator Phase III

Architect Michael Willis addressed Committee concerns about the leading edge of the screen. It will be rolled, not a sharp edge, and will not present a safety issue. Except for braces, nothing new has been added to the design. In regard to material, he discussed the possibility of alternates to the stainless steel in the event that the product did not meet city cost guidelines. The Commissioners expressed their strong preferences for stainless steel. They agreed to approve Phase III on the condition that, if the materials change, the architect will have to return for Phase II, III.

Motion to approve Hallidie Plaza Access Elevator phase III
Motion: Gatti
Vote: Unanimous

IV. Mid-Market Strategic Plan: 1995-1996
Susana Montana, Planning Department, presented plans for removal of the granite benches along Market Street between 5th and 8th streets. She described the goal of transforming the Mid-Market area into a critical mass of small and large cultural destinations. She said that the streets needed to be cleaned up first and that the benches had become gathering places for drug dealing, panhandling, and other

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activities that were a deterrent to both residents and tourists. The merchants asked to have the benches removed for a three- to five-year period.

In public testimony, Captain Dennis Martel, SFPD, and Officer Russ Laflin, SFPD, urged the Committee to approve the removal of the benches because they had become a comfortable environment for drug dealers, gamblers, and aggressive panhandlers. They said that the mid-Market stretch had become a high crime area. Carolyn Diamond, Market Street Association, cited blatant drug activity. Robert Garcia, Save Our Streets, said that removal of transit shelters from Jones and Geary streets had alleviated crime in those areas. Steve Raymond, Renoir Hotel, said that redlining by the Japanese Government of Market Street west of 5th had adversely affected tourist business. He offered to provide complimentary seating at the Renoir Cafe for the disabled and elderly. Phillip Faight, Theater District Neighborhood Association, and G. Paul Boschetti also said that the benches were focal points of criminal activity and a deterrent to business. George Antoniotto, Judi's Place, asked that benches be removed from the 1400 block as well. Darryl Smith, 509 Cultural Center, suggested that the benches be converted into venues for public art projects. Susana Montana reiterated the need to develop a critical mass of cultural destinations and endorsed the idea of using the benches as art venues.

The Commissioners discussed the desirability of removing the benches for a limited time only and the possibility of eventual use of the benches for public art. Commissioner Freebairn-Smith cited a need on the part of the merchants to form a business improvement district. He said that the issues were not confined to the benches but were broader ones of land use and social problems.

The Commissioners wanted to ensure that removal would be temporary only. They specified that, if removal exceeded a five-year period, the issue would have to come before the Committee again. They agreed that the Art Commission would seriously explore the possibilities of art use for the benches.

Motion to remove 14 benches between 5th and 8th streets for a period not to exceed five years from time of removal.
Motion: Gatti
For: Gatti, Rogers
Against: Freebairn-Smith.
Abstain: Meyer

Motion to amend "Policy Statement, Market Street Granite Seating" to say, " 1) None of seating will be permanently removed."
Motion: Gatti
Vote: Unanimous

V. Panhandle Playground Rehabilitation Project Phase I, II, III

Deborah Learner, Recreation and Park Department, presented plans for July 20 installation of playground equipment, donated by Saturn Corporation, in the existing oval just west of Masonic on the south side.

Motion to approve Panhandle Playground Rehabilitation Project Phase I, II, III
Motion: Meyer
Vote: Unanimous

VI. Civic Center Plaza Playground II Phase I

John Thomas, DPW Landscape Architect, and Deborah Learner, Recreation and Park Department, addressed previous Committee concerns about coordinating the playground with the Beaux Arts environment. Mr. Thomas presented a revised configuration and color changes. Colors proposed were deep blue with green accenting, red paving, and blue and yellow topping as accent color to emphasize passageways. Black metal fencing will be located between two rows of olive trees.

Regarding color, Commissioner Gatti suggested dark green metal. Commissioner Meyer suggested the coloring should be in keeping with the surrounding pallate of gray, black, steel and white.

In public testimony, Darryl Smith, Eileen O'Donnell, Blair Collins, Alice Wadlington, Michael Anderson, Cynthia Peterson, Nancy Ong, Jacky Spencer-Davies, Margui Irizarry, and Midge Wilson endorsed the design of the playground.

The Commissioners agreed that the color scheme should blend in with the trees. Commissioners Gatti, Freebairn-Smith and Rogers all expressed a preference for deeper greens. Commissioner Meyer liked the idea of a tile scheme that served as a guide on the pathways.

Commissioner Freebairn-Smith expressed his concern about design conformity for the Civic Center Plaza as a whole. He suggested that members of the Planning, Recreation and Park, and Art Commissions meet with Evan Rose on conceptual issues.

Motion to approve Civic Center Plaza Playground II Phase I
Motion: Gatti
Vote: Unanimous

VII. Stanyan Meadows Entry Design Phase II

Deborah Learner, Recreation and Park Department, and Martha Ketterer, DPW, presented the design change of a three-column entrance and the cast stone material that Committee members had said they preferred at the previous presentation.

Motion to approve Stanyan Meadows Entry Design phase II
Motion: Meyer
Vote: Unanimous

VIII. Mission Street Pedestrian Lighting Phase I, II

Martha Ketterer, DPW, presented plans for retrofitted lighting on Mission Street between 16th and 24th streets.The lights will consist of a cast iron base with two fixtures as well as a banner arm. The color will be deep burgundy with gold accents.

In public testimony, Chris Collins, Mission Merchants Association, expressed concern about the fixed brackets for the banner fixtures. Ms. Ketterer said that the fixtures were designed for easy changeability and explained methods for inserting and changing banners. Frank Morales, Mission Playground Neighborhood Association, expressed his support for the new lighting

The Commissioners agreed to introduce a motion to approve Phase III under Committee Reports at the next Commission meeting.

Motion to approve Mission Street pedestrian lighting Phase I, II
Motion: Gatti
Vote: Unanimous

IX. Dobbs International Flight Kitchen Phase III

Dan Gates, Miller Cook Architects, presented final drawings for the Dobbs International Flight Kitchen.

Motion to approve Dobbs International Flight Kitchen Phase III
Motion: Gatti
Vote: Unanimous

X. Automatic Public Toilet Program, Newsstand Roll-up Door Kiosk Phase I, II, III

Jean Francois Nion, JCDecaux, presented plans for upgrading news stands to conform to ADA Guidelines. The doors will swing on the bottom with a rolling door on the top. The stands will have awnings, for which two alternatives were presented. One possibility was a new awning with a molded edge. The other was an awning of the same design already on the stands, except that it would have a much shorter arm. The Commissioners approved the alternative with the much shorter arm.

Motion to approve automatic newsstand roll-up door kiosk phase I, II, III.
Motion: Meyer
Vote: Unanimous

XI. North & South International Parking Garages/SFIA, Phase II

Peter Hockaday and Jim Fong, ED2/MBT, presented design changes resulting from value engineering. Mr. Hockaday emphasized that the integrity of the design had been maintained, and the basic massing was unchanged. Changes include a 20-foot bay instead of a 30-foot bay, a bridge instead of a tunnel, and the removal of parking from under the roadways and the BART system. A ninth floor has been added to the parking structure. The platform that was to hold up landscaping has been deleted, but the trees would still be healthy. The only new element is the connecting bridge between the north and south structures. The basic building is a concrete shell with an aluminum screen system. The exterior is precast concrete. There will be a 20% perforated metal screen around the curved end of the building.

Pat O'Brien reviewed the landscaping. She described two planting options, a eucalyptus scheme and a cypress scheme.

In Committee discussion, Commissioner Gatti expressed reservations about the monochromatic color scheme of grays for the building. Mr. Hockaday replied that there would be changes in reflectivity, depending on lighting conditions. Commissioner Rogers said that he liked the subdued quality of the materials. For landscaping, Commissioners Meyer, Rogers and Gatti expressed their preference for the cypress scheme.

Motion to approve North & South International Parking Garages/SFIA Phase II
Motion: Meyer
Vote: Unanimous

XII. Concourse H/Airport Bart Station/SFIA Phase I

Peter Hockaday and Jim Fong, ED2/MBT, presented conceptual plans for the BART Station Boarding area, called concourse H. It is a structured system that accommodates BART trains on the 5th level and the light rail system on the 7th level. The metal clad building, designed for compatibility with the International Terminal, will be like Concourse G. The project team presented two aesthetic interpretations. In scheme A, the concrete wall would be behind metal panels and glass curtains In scheme B, the concrete wall is exterior. Both alternatives exhibit a dark-light scheme. The Commissioners approved Scheme A because the building would be veiled in a nice way.

Motion to approve Concourse H/Airport Bart Station/SFIA Phase I
Motion: Meyer
Vote: Unanimous

The meeting adjourned at 8 p.m.

Submitted Michele Liapes
Michele Liapes, Acting Commission Secretary

Approved: Richard Newirth
Richard Newirth, Director of Cultural Affairs

SAN FRANCISCO ART COMMISSION

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, JUNE 17, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer
Commissioner Rogers is excused.

II. 911/OES EMERGENCY COMMUNICATIONS CENTER
Phase II
Paul Travis, Bureau of Architecture
Clark Manus, Heller & Manus Architects

III. NEW RICHMOND COMMUNITY CENTER
Phase III
Bob Nist, Bureau of Architecture

IV. CIVIC CENTER PLAZA PLAYGROUND II
Phase II
John Thomas, Landscape Architect, DPW
Deborah Learner, Recreation and Park Department

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V. PORTSMOUTH SQUARE LOWER LEVEL
Phase I, II
John Thomas & Brain Gatter, DPW
Deborah Learner, Recreation and Park Department
Kenji Murokami

VI. COMMISSIONER AND STAFF REPORTS

VII. ADJOURNMENT

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING
June 17, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Rod Freebairn-Smith, Stanlee Gatti, Bill Meyer

Staff present: Nancy Gonchar, Rich Newirth, Michele Liapes

The meeting was called to order at 3:00 p.m.

II. 911/OES Emergency Communications Center, Phase II

Architect Clark Manus presented colors, materials, and changes to the plans for the 911 Center. The building will be shorter and tighter to correspond with the playing field. All mechanical equipment will be concealed. In response to a previous Committee request that the entrance be addressed, Mr. Manus said that the entry, which is on the south side of the building, will have a canopy to provide demarcation. The Turk Street side of the building will be a series of vertical expressions with a trellis-type construction. The metal work will be green-gray. The roofing is zinc. The primary facade will be constructed of solex and porcelain panels.

In answer to questions about the towers and disks, Mr. Manus said that there would be no free-standing towers and that disks would be placed as far back as possible.

Commissioner Meyer suggested that some transition should occur where the balcony extends beyond the face of the columns.

Curator Tonia Macneil said that, for the art enrichment, the artist was working with the wall and with the concept of indentations in the concrete.

The Commissioners agreed to approve phase II with the following conditions: that the disks and antennae be placed as far back as possible from the north roof guardrail; that the transition for the south-facing balcony be studied further.

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Motion to approve 911/OES Emergency Communications Center, Phase II.
Motion: Gatti
Vote: Unanimous

Civic Design Review Committee Minutes 6/17/96

III. New Richmond Community Center

Hal Brandes, Marquis Associates, and Bob Nist, BOA, presented the final drawings for the New Richmond Community Center. Parking has been moved further on site and is shielded by more landscaped areas. An art enrichment project is integrated into the landscape. The roof material color has been changed to a warm gray in response to a committee objection to the previous dark green. There is also less metal siding.

Though some concerns about the colors and quantity of visual textures were raised, the Commissioners agreed that they should not request further changes after a previous committee had approved Phase II.

Motion to approve New Richmond Community Center, Phase III

Motion: Freebairn-Smith
Vote: Unanimous

IV. Civic Center Playground II, Phase II

John Thomas, Landscape Architect, DPW, and Deborah Learner, Recreation and Park Department, presented color revisions. In response to a previous committee instruction to use green as the primary color, they presented a green that is similar in hue to the JCDecaux fixtures. They suggested an accent color of red, and a third color, tan, for the slides. The ground plane will be in the subdued grays and blacks of the plaza. The Commissioners objected to the red as an accent color. It was agreed that either muted gold or tan would be used as accents. The Committee agreed to recommend the approval of Phase III at the next Commission meeting during Committee Reports.

Motion to approve Civic Center Plaza Playground II, Phase II.
Motion: Freebairn-Smith
Vote: Unanimous

V. Portsmouth Square, Lower Level, Phase I, II

John Thomas, DPW, Deborah Learner, Recreation and Park, and architect Kenji Murokami presented the concept, colors and materials for Portsmouth Square, Lower Level. They summarized the features of the upper level, completed two years ago. The principal paving materials are Sierra white and gray concrete. The benches have cast iron frames. The light standards are acorn fixtures painted red. The details of the upper level will be carried through on the lower level. The materials, granite aggregate and lightweight concrete, will be similar. There will be flowering trees at the entrances. The building has been designed as a quiet addition to the existing bridge across Kearny Street. The

architects have borrowed the modular characteristic of the bridge. The material will be wood covered with stucco which will match the bridge. There will be an academy black base. There will be French doors, and window openings have been maximized.

The Commissioners suggested a clear separation of color between the building and the bridge.

Motion to approve Portsmouth Square Lower Level, Phase I, II
Motion: Gatti
Vote: Unanimous

VI. Staff Reports

Public Art Program Director Jill Manton gave the Committee an update on the integration of the art into the urban design of the Mid-Embarcadero. The paving pattern in front of the Ferry Building will consist of alternating bands of light and dark granite. The center island will have a pair of water features on both the north and south side, which will function as seating and, at night, as light fixtures.

Ms. Manton also said that a companion waterpiece for the Vaillancourt Fountain, with indigenous planting, was also being proposed. There is a possibility that the Vaillancourt Fountain's rusty stairway might be replaced with something ADA accessible and more attractive. Changes to the fountain will come before the Civic Design Committee at a future meeting.

Submitted Michele Liapes
Michele Liapes, Acting Commission Secretary

Approved Richard Newirth
Richard Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, JULY 15, 1996
3:00 P.M.
25 VAN NESS AVENUE
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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE TERMINAL/HANGARS/VEHICLE MAINTENANCE BUILDING
Phase III
Joseph Chow, Joseph Chow & Associates
Steve Hung, Project Manager, SFIA
Eugene Runnels, Corlett, Skaer & DeVoto

III. JAPANESE TEA GARDEN/ADA IMPROVEMENTS
Phase I & II
Martha Ketterer, Landscape Architect, DPW
Kenji Murokami, consulting architect
Deborah Learner, Recreation and Park Department

IV. MUNI Metro Extension/Platform Canopy and Communication System
Phase II & III
Ken Jew, MUNI Capital Projects
Phil Herzer, MUNI Capital Projects

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V. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT (ART) DOMESTIC TERMINAL STATIONS/AIRPORT CONTRACT NUMBER 5706
Phase I
Kristi Waldron, Kwan Henmi Architecture and Planning, Inc.
Willy Tsai, Project Manager, SFIA

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/CONCOURSE H/ AIRPORT BART STATION/AIRPORT CONTRACT NUMBER 5670
Phase II
Peter Hockaday, MBT Architecture
Jim Fong, ED2/MBT International
Ron Castillo, Project Manager, SFIA

VII. HALL OF JUSTICE/BARRIER REMOVAL
Phase I & II
Glenn Hunt, Project Architect, DPW Bureau of Architecture

VIII. SAN FRANCISCO INTERNATIONAL AIRPORT/INTERNATIONAL TERMINAL INTERIM EXPANSION/AIRPORT CONTRACT 3524
Phase I
Roland Lau, Fong & Chan Architects
Michael Allen, Project Manager, Bureau of Design and Construction

IX. COMMISSIONER AND STAFF REPORTS

X. ADJOURNMENT

7/8/96

ACCESSIBILITY INFORMATION

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE MEETING
July 15, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith

Staff present: Nancy Gonchar, Michele Liapes

The meeting was called to order at 3:10 p.m.

II. San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Phase III

Joseph Chow, Joseph Chow & Associates presented the revision of the front landscape. The stamped concrete pattern has been eliminated in accordance with previous Commissioner recommendations, and the plan simplified.

Motion to approve San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Phase III
Motion: Gatti
Vote: Unanimous

III. Japanese Tea Garden/ADA Improvements, Phase I & II

Kenji Murokami, architect, Deborah Learner, Recreation and Park, and Martha Ketterer, DPW, presented Phase I and II. A subtle, minimal approach has been taken in the development of a path of travel through the garden that allows people in wheelchairs access to all the main features. Improvements are based on recommendations of disability consultant Barry Atwood. The existing entry ramp will be more gently graded and have one handrail. Three of the granite bridges will be widened to 36 inches. The stones of Maple Lane will be reset to be flush with the surface and less bumpy. Access to Long View Bridge will be given a softer slope. Access to the restrooms will be given a slope of 12 to 15 instead of the existing 1 to 12. The bridge itself will have wood planking. The issue of whether to include a curb or handrails will be heard before the Appeals Board. The entrance to the gift shop will be a series of stepping stones that function as a ramp.

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For the restrooms, two distinct buildings will be created that conform to the Japanese Tea Garden. The character will be a simple post and beam system of wood with a copper roof. Roofing will consist of a main roof and a smaller top roof.

Proposed colors have been chosen to blend into the landscape. The flooring materials will be slate. The stucco walls will be green-yellow. The Douglas Fir wood will be coated with preservative to retain the natural wood color.

Commissioner Freebairn-Smith expressed concern that future budget cuts could compromise the quality. Ms. Learner said that she did not expect any value engineering.

In response to questions about the screen on the outside, the project team said that it was actually a door with patterning applied to it. The trim would be battens.

Commissioner Rogers asked if a tongue-and-groove siding would be preferable to a batten. It was answered that the patterning would be achieved with tongue-in-groove. The project team will clarify this issue when they return for Phase III.

The Commissioners also asked to see the juxtaposition of the green-yellow color and the copper. They requested confirmation that there would be wood on the asphalt bridge.

Motion to approve Japanese Tea Garden/ADA Improvements, Phase I & II

Motion: Freebairn-Smith
Vote: Unanimous

IV. Muni Metro Extension/Platform Canopy and Communication System, Phase II & III

Ken Jew, Muni Capital Projects, and engineer Phil Herzer presented plans for the transit shelters with windscreens for the four 120-foot long platforms along the new F line from the Ferry Building to Sixth Street. For the wind shelters, a curved glass roof will be mounted on steel canopies, supported by branching steel columns. The wind screens are also curved. The only change from Phase I is that the drain gutters are now placed at low flattened points on the roof. Supplemental lighting will consist of dual lights, mounted on column sides, that will shoot the light upward and down.

For color, the columns and beams will be gray like the Bay Bridge. Colors for the glass will vary for the four stations. Green glass is planned for the Folsom Street Platform, clear glass for Brannan Street, and white translucent glass for Second and Fourth streets.

Commissioner Freebairn-Smith expressed his concern for wind protection for riders and for diminished clarity of the structures by additional features that would hinder views of the bay. Commissioner Gatti said he thought there was too much furniture for the street. All of the Commissioners expressed concern about the presence and number of

advertising panels. They were also concerned about the volume of material generally. Commissioner Gatti was particularly concerned about the potential for blocking views of the waterfront. Commissioner Rogers asked for a reconsideration of the color.

The Commissioners agreed to approve Phase II with the understanding that the color scheme would be re-examined and that the extent of the advertising program would be reconsidered before the project team returned for Phase III.

Motion to approve Muni Metro Extension/Platform Canopy and Communication System, Phase II.
Motion: Freebairn-Smith
For: Freebairn-Smith, Rogers
Against: Gatti

V. San Francisco International Airport/Airport Rail Transit (ART) Domestic Terminal Stations/Airport Contract Number 5706, Phase I

Kristi Waldron, Kwan Henmi Architecture and Planning, presented the concept design for three shelters for the airport rail transit system. They will be two-story stations with bridges of differing lengths and an open exposed canopy structure. There will be a light truss system for the bridges and light glazing with glass on the structure exteriors. The project team also presented greening elements of ground cover, shrubs and trees and a trellis element to soften the structure facades.

Commissioner Rogers suggested a strengthening of the look of the platform up above. The project team answered that it would be strengthened by equipment and materials. Commissioner Freebairn-Smith expressed his concern for design connections between the different projects. Commissioner Gatti said that the design meshed with the main terminal while retaining its own integrity. He also liked the greenery.

Motion to approve San Francisco International Airport/Airport Rail Transit (ART) Domestic Terminal Stations/Airport Contract Number 5706, Phase I
Motion: Gatti
Vote: Unanimous

VI. San Francisco International Airport/Concourse H/Airport Bart Station/Airport Contract Number 5670, Phase II

Peter Hockaday, MBT Architecture, and Jim Fong, ED2/MBT International, presented changes in the detail. At the station ends, the bottom light has been removed and a more solid base has been added. Also bomb blast protection has been added to the wall at the light rail level.

The materials will be aluminum panels and aluminum windows. The glass will be slightly green tinted. The columns will be in bare concrete. There will be other concrete zones above the glass.

The Commissioners commended the project team on an excellent presentation.

Motion to approve San Francisco International Airport/Concourse H/Airport Bart Station/Airport Contract Number 5670, Phase II.
Motion: Freebairn-Smith
Vote: Unanimous

VII. Hall of Justice Barrier Removal, Phase I & II

Glenn Hunt, Project Manager, DPW BOA, presented plans for making the Hall of Justice building more accessible for the disabled community. At the Bryant Street entrance, two-by-two granite tiles would be used for the paving of a gentle walkway. The project team plans to mitigate the retaining wall and tie it in with the repetitive three elements of the building. Lighting would consist of three fixtures on poles. The mass in the middle would be black concrete with granite accents.

Commissioner Rogers objected to the use of black in front. The Commissioners agreed that colors should be kept in whites and grays.

They asked Mr. Hunt to return with revisions for colors and light posts. They suggested he return for Phase II and III.

Motion to approve Hall of Justice/Barrier Removal, Phase I.
Motion: Gatti
Vote: Unanimous

There being no further business, the meeting adjourned at 6:40.

Submitted Michele Liapes
Michele Liapes, Acting Commission Secretary

Approved Richard Newirth
Richard Newirth, Director

SAN FRANCISCO ART COMMISSION

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, AUGUST 19, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. MUNI Metro Extension/Platform Canopy and Communication System
Phase III
Ken Jew, MUNI Capital Projects
Phil Herzer, MUNI Capital Projects

III. SAN FRANCISCO INTERNATIONAL AIRPORT/RENTAL CAR FACILITY/AIRPORT CONTRACT NUMBER 5650
Phase II
Frank Tomsick, ED2/MBT

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT(ART) GUIDEWAY STRUCTURE PROJECT/AIRPORT CONTRACT NUMBER 5700
Phase II
Craig Frey, Parsons, Brinckeroff, Quade & Douglas
Tom Kardos, Project Manager, SFIA

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V. SAN FRANCISCO INTERNATIONAL AIRPORT/ELEVATED CIRCULATION ROADS/AIRPORT CONTRACT NUMBER 5900.D
Phase III
Donald Jacobberger, Bureau of Design and Construction, SFIA

VI. JOSE CORONADO PLAYGROUND COMMUNITY BUILDING
Phase II & III
Joanne Wilson, Recreation and Park Department

VII. COMMISSIONER AND STAFF REPORTS

VIII. ADJOURNMENT

8/12/96

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE MEETING
August 19, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

II. MUNI Metro Extension/Platform Canopy and Communication System, Phase III

Ken Jew, MUNI Capital Projects, Owen Lang, and artist Anna Murch addressed previous Commission concerns regarding color, the advertising program and potential blockage of views by the platform furniture generally. The project team has reanalyzed the fundamental needs for the shelters with particular attention to the two most view-sensitive stations, Folsom and Brannan streets. There will be fewer advertising panels at Folsom and Brannan streets. The color palate is minimal and neutral. At the Brannan Street station the glass will be clear. At Folsom Street, the glass will have a slight greenish tint. At the Second and Fourth Street stations, there will be frosted glass, which will pick up the shadow patterns. The Commissioners and presenters discussed the installation of the advertising panels as the means of paying for the maintenance, estimated to be $50,000 per year for each station. The project team said that Gannett was committed to maintenance.

Motion to approve MUNI Metro Extension/Platform Canopy and Communication System, Phase III.
Moved: Meyer
Vote: Unanimous

III. San Francisco International Airport/Elevated Circulation Roads/Airport Contract Number 5900.D, Phase III

Donald Jacobberger, project manager, Bureau of Design and Construction, and architects Brian Dykes and Donald McDonald, addressed the outstanding issues of road signs and landscaping.

Of the four alternative sign designs, Commissioners Rogers, Freebairn-Smith and Gatti preferred alternative 1, with a straight vertical truss, as the one providing the strength

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with the least amount of metal. Commissioner Meyer preferred alternative 3, with a larger horizontal section, because he said there would be less visual obstruction. Commissioners Freebairn-Smith and Rogers were concerned about the appearance of the structures from behind. The architects agreed to address the problem by inserting a metal panel or painting the back. The Commissioners also expressed their concerns about potential blockage of the IT building.

The presenters also addressed the landscaping of the area where the project approaches the IT. The previously proposed cantilever has been eliminated by value engineering, but there is still space for landscaping between the columns. The options are a contiguous arrangement or a circular planter arrangement. The project team recommended the circular planter arrangement because containers are easily acquired and maintained.

The Commissioners expressed their preference for the continuous planting. They agreed that planting would be on the lower level only, but asked that it be extended to the other level if the budget permitted.

The Commissioners agreed to approve Phase III though Commissioner Meyer emphasized his preference for Option 3 for signage design.

Motion to approve San Francisco International Airport/Elevated Circulation Roads/Airport Contract Number 5900.D, Phase III.
Moved: Gatti
Vote: Unanimous

Commissioner Rogers departed at 4:15 p.m.

IV. San Francisco International Airport /Rental Car Facility/Airport Contract Number 5650, Phase II

Frank Tomsick, ED2/MBT, presented design development for the project, which consists of a service facility and a garage building. Since Phase I, the building has been rotated to eliminate the jog, and it is lower. Proposed materials are poured-in-place concrete for the office lobby, metal siding for the penthouse enclosure, aluminum for the exterior walls and splitfaced tiles on the side. There will be a black plastic chain link fence, where vines will be grown.

Pat O'Brien presented plans for the landscaping. Plantings will include stone pines, poplars, caryx grasses, flax, basic evergreen, high hedge screening for the service facility, and silverlace vines for the fencing.

Civic Design Review Committee Minutes 8/19/96

Motion to approve San Francisco International Airport/Rental Car Facility/Airport Contract Number 5650, Phase II.
Moved: Gatti
Vote: Unanimous

V. San Francisco International Airport/Airport Rail Transit (ART) Guideway Structure Project/Airport Contract Number 5700, Phase II.

Tom Kardos, Project Manager, SFIA, presented design development for the project. Since Phase I, the alignment has been extended by 800 feet. Since Phase I, they have gone to a long-span guideway system, introduced a GFRC panel and implemented a straight parapet. Mr. Kardos emphasized the project team's focus on design criteria that would be consistent with the other projects. At the west loop, the alignment has been moved west of the circulation roadway because of the introduction of a future hotel station. The parapets would have a boat-shaped lateral structure.

Commissioner Freebairn-Smith expressed his concern about the increasing complexity and density of the transit structures. He asked for further simplification and for holding to the landscaping budget.

Commissioner Gatti said that he liked the longspan design

The Commissioners recommended a redesign so that the structural elements would be clearly metal instead of fiberglass concrete. They requested that there still be continuity of form and shape. They also recommended a more normal alignment so that the elevated roadway would be perpendicular to the east-west axis of the airport entrance. Commissioner Freebairn-Smith disagreed with the recommendation for clearly defined metal elements.

Motion to approve San Francisco International Airport/Airport Rail Transit (ART) Guideway Structure Project/Airport Contract Number 5700, Phase II.
Moved: Meyer
For: Gatti, Meyer
Against: Freebairn-Smith

VI. Jose Coronado Playground Community Building, Phase II & III

Joanne Wilson, Recreation and Park, and the architect presented design development and final drawings for the community building. They also discussed plans for the playground, presenting photos of playground equipment and samples of safety surface matting in brown and black.

The building's stucco walls will have artwork by Fresco, consisting of multiple tiles, above the entryway and on the

west and south elevations. The Commissioners stipulated that the art be repositioned in accord with the lines of the building. Murals on the west elevation should be lowered to align with the window sills. Tiles on the south elevations should be lowered to align with the top of the door, and the water fountain should be moved to allow for the repositioning. The Commissioners also needed to see the stucco color, a roofing sample and the window trim color. For the playground equipment, they asked the project team to consider a unified color, such as dark green, that would blend with the surroundings.

The project team was asked to return in order to present changes and required samples.

There being no further business, the meeting adjourned at 6:00.

Submitted Michele Liapes

Michele Liapes, Acting Commission Secretary

Approved Nancy Gonchar

Nancy Gonchar, Assistant Director

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, SEPTEMBER 16, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. JOSE CORONADO PLAYGROUND COMMUNITY BUILDING
Phase II & III
Joanne Wilson, Recreation and Park Department

III. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH & SOUTH INTERNATIONAL PARKING GARAGES/ VEHICULAR BRIDGE/ CONTRACT 5600.C
Phase III
Michael Allen, Project Manager, SFIA
Peter Hockaday & Jim Fong, ED2/MBT

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH CARGO FACILITIES/ CONTRACT 5750
Phase II
Bill Collins, Stone & Webster/F.E. Jordan
Ramon Aonoan, Tai Associates
Patricia O'Brien, Patricia O'Brien Landscape Architecture

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25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

V. SAN FRANCISCO INTERNATIONAL AIRPORT/ RENTAL CAR FACILITY/CONTRACT 5650
Phase III
Frank Tomsick, ED2/MBT

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/ EMERGENCY RESPONSE FACILITIES/ CONTRACT 5828
Phase II
Michael Varner, SFIA

VII. COMMISSIONER & STAFF REPORTS

IX. ADJOURNMENT

9/10/96

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE MEETING
September 16, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

II. JOSE CORONADO PLAYGROUND COMMUNITY BUILDING
Phase II & III

Joanne Wilson, Recreation and Park Department, and the project team presented samples of colors and materials as well as final drawings for the project. They responded to previous committee instructions to integrate the art into the building design.

Brian Gatter gave an overview of the color scheme of the children's play area. The structures will be predominantly dark green with brighter colors for highlights. The safety surface will be a pattern of brown with black banding.

The team presented samples of the proposed blue roof. They also presented stucco samples, samples of window and door frames and the revised design to integrate the art into the design.

Artist Ray Patlan of Fresco presented changes in the art, which has been redesigned to be level with the windows. He suggested that a change in the panels to overall terra cotta would work better with the mural design, the playground surface and the blue metal roofing.

Commissioner Gatti suggested that a contrasting color would be better than the terra cotta and would make the work visible from further away. The project team agreed.

The Commissioners also said that, for the composition of the south elevation, the top of the art work should align with the tops of the doors and windows.

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Motion to approve Jose Coronado Playground Community Building, Phase II & III.
Moved: Gatti
Vote: Unanimous

III. SAN FRANCISCO INTERNATIONAL AIRPORT/VEHICULAR BRIDGE/ CONTRACT 5600 C
Phase III

Peter Hockaday, ED2/MBT, requested Phase III approval for the bridge, which will be restricted to vehicles only. Because of a changes in the roadway geometry, the bridge now has a slight arc. The material will be a series of steel girders. The steel system will be clad in metal. The signage will be upstream and downstream rather than on the bridge. In answer to a question from Commissioner Rogers, the presentation team said that the colors have been keyed in with the colors of the other structures.

Commissioner Meyer liked the approach and said it worked well with the arch of the roof.

Motion to approve San Francisco International Airport/Vehicular Bridge/Contract 5600, Phase III.
Motion: Freebairn-Smtih
Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/RENTAL CAR FACILITY/CONTRACT 5650
Phase III

Frank Tomsick, ED2/MBT said that the only change from Phase II was the addition of a sign to label the building on the upper front facade. The signage program will come before the Committee.

Commissioner Meyer recommended that the righthand side of the sign line up with the righthand side of the windows. He said that the letters should be vertical.

Nancy Gonchar advised the Committee that their input on signage was advisory.

Motion to approve San Francisco International Airport/Rental Car Facility/Contract 5650, Phase III.
Motion: Meyer
Vote: Unanimous

V. SAN FRANCISCO INTERNATIONAL AIRPORT/EMERGENCY RESPONSE FACILITIES/CONTRACT 5582, Phase II

Michael Varner, Project Manager presented Phase II for two emergency response facilities, ERF 1 and ERF 3. Materials for ERF 1 include curved metal roofing, stucco finish for the lower portion, metal sidings, aluminum windows and columns. ERF 3 has the same design in reverse and is 2000 feet larger. The doors will be rust in color.

The Commissioners expressed concerns about the color of the doors. Commissioner Meyer objected to the orange of the doors in the drawings. Mr. Varner said that he would return for Phase III with drawings that more accurately represented the proposed rust color. Commission Freebairn-Smith expressed a preference for subtlety of color, and Commissioner Rogers also suggested something more passive. He said that he liked the blue roof and gray sides, but not the orange. Commissioner Gatti preferred orange to rust. He also said that the Committee as a whole should proceed with caution in recommending aesthetic changes. He suggested that recommendations for change should not be made unless the artist's choice interfered with the landscape or the rest of the project.

Mr. Varner said that he would either hand color the drawings to more accurately depict the proposed hue, or he would bring in samples.

In answer to a question from Commissioner Freebairn-Smith, Mr. Varner answered that there was no formal outdoor area because of proximity to the flight line.

Plans for landscaping were also submitted. Plantings for ERF 1 included olive trees, drought-tolerant lawns and fountaingrass. Plantings for ERF 3 included olive trees, drought-tolerant lawn, canyon blue wild rye, Mexican Primrose, and flax

Commissioner Gatti said that he liked the orange and pink colors of the flax and Mexican Primrose. He expressed concerned with the potential for an unkept look. It was answered that the flax would be contained by surrounding concrete.

Commissioner Rogers suggested that the Mexican primrose would not survive, and that the flax would take over.

Commissioner Freebairn-Smith asked the team to do as much landscaping as possible on the roadway strip.

Motion to approve San Francisco International Airport/Emergency Response Facilities/ Contract 5828, Phase II.
Motion: Meyer
Vote: Unanimous

The meeting adjourned at 4:45 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Richard Newirth, Director

SAN FRANCISCO ART COMMISSION

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CIVIC DESIGN REVIEW COMMITTEE
SPECIAL MEETING WEDNESDAY, OCTOBER 2, 1996
4:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. MID-EMBARCADERO ROADWAY AND OPEN SPACE
Rebecca Kohlstrand, Waterfront Transportation Projects
Boris Dramov, Roma Design

City and County of
San Francisco

25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

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Civic Design Review Committee
25 Van Ness Avenue, Suite 70

10/2/96
Special
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The Special Civic Design Review Committee meeting for Wednesday, October 2, 1996 at 4:00 p.m. has been cancelled.

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, OCTOBER 21, 1996
2:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH CARGO FACILITIES/ CONTRACT 5750
Phase II
Bill Collins, Stone & Webster/F.E. Jordan, a Joint Venture
Ramon Aonoan, Tai Associates
Patricia O'Brien, Patricia O'Brien Landscape Architecture
Ivar C. Satero, Project Manager,SFIA

III. SAN FRANCISCO INTERNATIONAL AIRPORT/ A.R.T. MAINTENANCE FACILITY/ CONTRACT 5701
Phase I
John Haymaker, Hertzka & Knowles
Robert B. Wong, Associated Architects
Willy Tsai, Project Manager, SFIA

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IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/ CONTRACT 5706 Phase II
Kristi Waldron, Kwan Henmi Architecture & Planning Inc.
Willy Tsai, Project Manager, SFIA

V. MID-EMBARCADERO ROADWAY AND OPEN SPACE DESIGN CONCEPT
Rebecca Kohlstrand, Waterfront Transportation Projects
Boris Dramov, Roma Design

VI. COMMISSIONER & STAFF REPORTS

VI. ADJOURNMENT

10/15/96

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE MEETING
October 21, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

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I. Roll Call
Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Jill Manton, Michele Liapes

The meeting was called to order at 3:05 p.m.

II. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH CARGO FACILITIES/CONTRACT 5750, Phase II

Bill Collins, Stone & Webster, presented design development for the new 1200-foot-long cargo facility which, along with the existing Japanese Airline facility, will occupy the 30-acre site half a mile from the main terminal. The new building, which will accommodate both bulk cargo and smaller packages, has been designed to match existing facilities. The color is yellow with red accenting. Unifying elements include skylights, a porcelain enamel finish, metal siding and metal roofing. Katherine Drinkhouse, Patricia O'Brien Landscape Architecture, presented landscaping plans. Landscaping will be simple to help define user spaces. Plantings will include a perimeter hedge, trees for the parking lot, and a small bosque to help define entries. Other features include handicapped parking stalls, a ramp to the building, and a low ornamental black vinyl-coated chain-link fence. The plant palate includes swamp myrtle for the entry trees, pink malaluccca for the border hedge, and Berkeley sedge, an ornamental grass. The central area will consist of cobble set in concrete.

Commissioner Meyer said the trimmed trees were in keeping with the simple shape of the building. Commissioner Gatti asked about the trim around the skylights. He was told that the accenting would be red. Commissioner Rogers suggested that the landscape architects consider brown for the chain-link fence. Commissioner Freebairn-Smith asked about employee space. The project team answered that the interior space was ample enough for an employee area. They also said that there would be outdoor space for employees but that the harsh environment would make the outdoors uninviting.

Motion to approve San Francisco International Airport/North Cargo Facilities/Contract 5750, Phase II.
Moved: Meyer
Vote: Unanimous

City and County of San Francisco

III. SAN FRANCISCO INTERNATIONAL AIRPORT/A.R.T. MAINTENANCE FACILITY/CONTRACT 5701, Phase I

Architects Robert Wong, George Dolan and John Haymaker presented the schematic design for the facility, which includes a maintenance facility, administrative quarters, and space for the central computer system. The building exterior will consist of white corrugated metal siding with blue accents. The columns will be unifying elements.

Commissioner Gatti commented on the need to assure compatibility with the other buildings.

Commissioner Meyer objected to the exposed windows on the south side. He said that the placement of the overhang treatment on the north side was illogical. Commissioner Freebairn-Smith agreed. He advised the presenters that the City and County Energy Bureau had excellent technicians. He expressed concern about plans for the ground below the elevated train tracks. He asked the project team to apply their creative abilities to landscaping of that ground plane.

The Commissioners also asked the project team to talk with Frank Tomsick, ED2/MBT, about his use of colors and materials for the nearby rental car facility. Commissioner Meyer asked the presenters to focus on the color and treatment of the roof.

The Commissioners agreed to approve Phase I but emphasized their requirement that the architects redesign the south end.

Motion to approve San Francisco International Airport/A.R.T. Maintenance Facility/Contract 5701, Phase I.
Moved: Gatti
Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/CONTRACT 5706, Phase II

Sylvia Kwan, Kwan Henni Architecture and Planning, Inc., presented design development for the project, which consists of three stations and three bridges. The design is functional, and everything is exposed. The roofing will be corrugated metal of neutral gray and white. The interior ceiling will also be painted metal, and the presenters said they were still working on it. Mechanical systems, such as sprinklers and piping, will be between the roof and ceiling layers. The wind screens will be white metal finished with rubber. Vertical elements of the bridge truss systems will be white. The flooring surface will be dark neutral carpeting.

Commissioner Meyer liked the design, choice of materials and the differentiation of vertical and diagonal elements. He expressed reservations about the primitive nature of the

structure. He said he would like to see an improvement in the relationship between the columns, struts and roof.

The architects said that they were not demonstrating the development of the canopy because there was not yet a supplier for the system wall.

Commissioner Rogers noted the weakness of the walls in comparison to the other elements. He expressed reservations about the expanded metal. He said he would like to see more development by the architects.

Commissioner Freebairn-Smith expressed concern that the frit system be similar to that of the IT.

Commissioner Gatti objected to the carpet color and the coldness and sterility of the spaces. The architects responded that the lighting concepts would provide a glow that would create a wash of light.

Commissioner Gatti also enquired about space for art. Willy Tsai, SFIA, answered that the art budget was $335,000, and that the Airport Steering Committee would determine whether artwork would be placed in the stations or in the IT instead.

Commissioner Gatti said that either the Committee needed to know what art was being used or the architecture needed to be more interesting visually. He said that architecture itself could be a form of art, but that the present design was lacking in structure. He asked the architects to present something more innovative than a lattice of white criss-crossing against a wall.

The architects answered that the design was as innovative as possible, given the budget. They cited the following specifics: that the openness would offer a continuous variety of views; that the surfaces would catch light as one was moving through; that the diagonals would provide excitement. They suggested that they could enhance the pattern of the fritting. They said that features would be as detailed and finely constructed as possible. They said they would show the detailing and lighting when they returned.

The Commissioners declined to approve Phase II. They asked the project team to return to exhibit the higher level of design detailing that is required for Phase II reviews. Specifically, they asked the presenters to consider colors, materials, lighting, the design for the station wall, and how the wall was to be integrated.

V. MID EMBARCADERO ROADWAY AND OPEN SPACE DESIGN CONCEPT

Rebecca Kohlstrand, Waterfront Transportation Projects, reviewed the status of the Mid-Embarcadero Roadway and Open Space Design concept. She asked the Committee for its approval of the open space design concept and the split roadway scheme.

Boris Dramov, Roma Design, gave a slide presentation of the design concept. The area is being designed as a critical linkage between Market Street and the waterfront. The goal is to create a crossroad of pedestrian traffic and other transit with a magnitude of open space. The concept calls for a series of pedestrian promenades and terraces. Blocks 202 and 203, bounded on the north and south sides by Washington and Clay Streets, will remain as open space. Two public art projects, China Sky by William Maxwell and the "Foot" sculpture by Buster Simpson, will be integrated into the concept. Modest improvements, including surface enhancements and tree plantings, will be made to Justin Herman Plaza. For the treatment of the bus layover facility, Mr. Dramov suggested a structure that would complement the historic fabric and celebrate the role and history of transit.

The center plaza between the north- and southbound lanes of the roadway is being designed to foster a vivid look in the east-west direction. The strong visual pattern of stripes is designed to reflect the Ferry Building arcades and portico. A lighting concept of two light cannons will create a distinctive nighttime element. The addition of trees and possibly fountains will help define the center of the space. The Promenande Ribbon will be extended through the Mid-Embarcadero area.

In response to a question from Commissioner Meyer about safety and ease of crossing for the disabled, Ms. Kohlstrand said that the F line tracks would be three inches below grade. A railing is also being recommended.

In public testimony, architect Mario Ciampi spoke on the importance of designating the waterfront space for people rather than automobiles. He proposed an elevated plaza with an underground roadway.

Ernestine Weiss, resident, Golden Gateway Center, made an appeal to preserve the park on block 203. She objected to the proposal for a garage beneath block 202. She protested the widening of Washington and Clay streets for the F line and suggested the removal of curbside parking on those streets instead. She also objected to the bold stripes of the center pattern. She suggested that a seal of the City and County of San Francisco would have a softer look. She also voiced her opposition to a central plaza surrounded by traffic.

Vernon DeMars, architect and planner, DeMars and Maletic, endorsed the Roma Design analysis. He said the plaza needed to be 50 feet wider, but that the consultant was limited by the dividing line between city land and port land. Mr. DeMars also proposed a return to roadway scheme alternate 5, the grade-separated roadway. Carl Maletic, Citizens Advisory Committee on the Embarcadero Plaza, suggested the possibility of a land swap between the recreation and park department and the port. He outlined the steps for such an

agreement to take place. He also requested, for a surface roadway, a return to a paired roadway alignment in order that the proper proportions for a plaza, with adequate amenities for pedestrians, could be developed. He also said that Mr. Ciampi's proposal for an underground roadway in both directions could be executed for $10 million.

Commissioner Freebairn-Smith reiterated his support for a grade-separated roadway.

Commissioner Meyer expressed his support for the Mid-Embarcadero design concept. He liked the palm tree motif. For the central plaza, he liked the stripes but suggested they should be more complex. He suggested borders as a possibility. He said the paving pattern should change in the center of the plaza.

Mr. Dramov promised to take that recommendation into account.

Commissioner Meyer also emphasized his original support for a grade-separated roadway scheme. He said he had agreed with the proposal to extend the plaza to create a sense of open space. He said that, for a surface roadway in both directions, the paired roadway scheme would allow for construction of three underground northbound lanes at a future date without impeding surface traffic during construction. It would also allow for a plaza rather than a traffic island. He expressed his support for the Planning Commission resolution to request that the two surface roadway schemes be re-examined.

Commissioner Gatti liked the stripes but suggested that there were too many trees. Stating that he had not been a member of the Art Commission when the roadway scheme had last been presented, he expressed his preference for the paired roadway scheme.

Commissioner Rogers commended Mr. Dramov on his presentation. He expressed his disappointment in the current roadway plan. He stated his preference, in regard to surface roadway designs, for the paired scheme. He asked Mr. Dramov about plans for extending the cable car line.

Mr. Dramov answered that a cable car extension was not part of the project.

Commissioner Freebairn-Smith said that the location of the paired roadway would be important. He expressed his support for a plaza between the Ferry Building and the northbound lanes.

Mr. Dramov said that the location of the southbound lanes would not change unless they were moved into the park. He expressed his concern about the possibility of more emphasis on the roadway than on the urban design and open space. He asked the Committee to support the Mid-Embarcadero urban design concept in general.

Commissioner Rogers expressed his unwillingness to endorse an underground garage at Block 202.

Mr. Dramov said that the open space would be protected and that the garage issue would be dealt with separately.

A majority of the Committee members agreed to endorse the mid-Embarcadero urban design concept as set forth by Waterfront Transportation Projects in the General Design Parameters draft of October 21, 1996, with the following changes: For point 1, they stipulated that the Promenade Ribbon should be continued along the Mid-Embarcadero; for point 8, they said that the public art projects "China Sky" by Bill Maxwell and the "Foot" sculpture by Buster Simpson should not yet be assigned specific locations but should be included in the open space, subject to review by the Art Commission; also, for point 8, in reference to the underground garage, they inserted the clause "if the garage occurs."

Motion to endorse Mid-Embarcadero Roadway and Open Space Design Concept.
Motion: Meyer
For: Gatti, Rogers, Meyer
Abstain: Freebairn-Smith

The Commissioners discussed their reservations about the Mid-Embarcadero traffic island. They agreed to support the Planning Commission measure to re-open a comparative study of the paired and split roadway schemes. When it was suggested that the Committee was reversing its position on roadway schemes, Commissioner Rogers repeated for the presenters and the audience the previous Committee position. He said that the Committee had not endorsed either the paired or split roadway surface scheme. Instead, the Committee and subsequently the Full Commission had endorsed the alternative grade-separated roadway scheme. The presenters and audience were also reminded that Commissioner Gatti had not been a member of the Commission at that time.

Motion to endorse the Planning Commission proposed request to the Board of Supervisors to reconsider the paired roadway scheme
Motion: Gatti
Vote: Unanimous

The meeting adjourned at 6:45 p.m.

Submitted _____
Michele Liapes, Program Assistant

Approved _____
Richard Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, NOVEMBER 18, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

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I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. SOMA GARDENS FENCE PROJECT
Phase I, II, III
Joseph Ingenito, San Francisco League of Urban Gardeners

III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT GUIDEWAY/CONTRACT 5700A
Phase III
Craig Frey, Transit Guideway Consultants, Inc.
Richard Lavallee, Project Manager, SFIA

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/ CONTRACT 5706
Phase II
Sylvia Kwan, Kwan Henmi Architecture & Planning Inc.
Willy Tsai, Project Manager, SFIA

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V. SAN FRANCISCO INTERNATIONAL AIRPORT/EMPLOYEE PARKING FACILITY #3/CONTRACT 5602
Phase I
Tom Soo Hoo, Walker Parking Consultants
Denis Henmi and Rebecca Ross, Kwan Henmi Associates

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH & SOUTH INTERNATIONAL PARKING GARAGES/CONTRACT 5600
Phase III
Peter Hockaday, ED2/MBT

VII. SAN FRANCISCO INTERNATIONAL AIRPORT/CONCOURSE H/ AIRPORT BART STATION/CONTRACT 5670
Phase III
Jim Fong, ED2/MBT

VIII. COMMISSIONER & STAFF REPORTS

IX. ADJOURNMENT

11/12/96

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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE MEETING
November 18, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:05 p.m.

II. SOMA GARDENS FENCE PROJECT, Phase I, II, III

Joseph Ingenito, S.F. League of Urban Gardeners, presented revisions to the fence project in response to previous Commissioner recommendations that the fence be transparent instead of wood in order to preserve the visibility of the mural. Mr. Ingenito proposed a black steel mesh fence with two 12-foot arched gates.

Motion to approve SOMA Gardens Fence Project, Phase I, II, III
Motion: Freebairn-Smith
Vote: Unanimous

III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/CONTRACT 5706, Phase II

Sylvia Kwan, Kwan Henmi Architecture & Planning, Inc., reviewed the design concept. She elaborated on the design development for the terminal stations and bridges. For the stations the structural elements will be fan-shaped tubular connections. The lighting for the room element will come from the top of the barrier walls. The barrier walls, which are part of the guiderail package, will be stainless steel on top and painted metal below. The floor pattern will be concrete with diagonal striping. For the bridge, there will be glazing on the outboard side. The structure inside will be more finished. The ceiling will retain its open structure and will be of a higher-quality material. For the floor finish, the team will select a carpet with more life and movement. Ms. Kwan made the other following points: the two terminuses will be clad in painted metal; the lighting is a linear concept; the underside of the canopy will be indirectly lit; the light will be bright at the edges and softer in the center; signage will conform with other IT signage; route maps will also be provided; the glazing at the bridge will be laminated frit glass; the roofing at the

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bridge will be white with a gray membrane; the station roof will be corrugated metal; the lighting on the bridge will be an indirect lighting that washes the ceiling.

In response to a question from Commissioner Freebairn-Smith about the lighting in the station, Ms. Kwan answered that the lighting will be on top to catch the shell in a wash of light.

Commissioner Meyer said the design was more developed than previously. He suggested that the fans be sized as they were in the model instead of as in the drawing. He expressed reservations about the column itself. He said he would prefer something more elaborate, such as a widening of the base or a tapering. He said that something more lateral would be better.

Commissioner Rogers said that he liked the upgrade of the materials for the second ceiling, and that he thought the design goals had been met.

Motion to approve San Francisco International Airport/Airport Rail Transit Domestic Terminal Stations/Contract 5706, Phase II
Motion: Meyer
Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT GUIDEWAY/CONTRACT 5700A, Phase III

Scott Danielson, Transit Guideway Consultants, Inc., presented Phase III of the east loop. He said that the team had originally shown the GFRC panel shaped to match the geometry of the guideway. Subsequently it was decided that it would be more effective to extend the geometry. Steel panels will be used to carry through the geometry. The other change was that the planting screens have been moved back to the center line of the column because of a necessity to re-evaluate the alignment. Bars will surround the columns so that a continuous green element will be seen.

In answer to a question from Commissioner Freebairn-Smith about the transition from concrete to steel, Mr. Danielson answered that the steel panels would be a color to match the concrete. The boxed girder would be a darker gray. The team will coordinate with Kwan Henmi on color tones.

Commissioner Meyer expressed reservations about the steel to concrete transition. He objected to the proposal to make the steel look like concrete. He proposed instead a subtle distinction between steel and concrete. Mr. Danielson agreed.

Commissioner Rogers expressed his concern about plans for plantings in a difficult environment. He asked that the airport make every effort to nurture them.

The Commissioners agreed to approve Phase III with the understanding that there would be a texture or color differentiation between the steel and concrete at columns 32 and 57. The team accepted the recommendation.

Motion to approve San Francisco International Airport/Airport Rail Transit Guideway/Contract 5700A, Phase III.
Motion: Meyer
Vote: Unanimous

V. SAN FRANCISCO INTERNATIONAL AIRPORT/EMPLOYEE PARKING FACILITY #3/CONTRACT 5602, Phase I

Denis Henmi, Kwan Henmi Associates, introduced the conceptual design for the 1600-car employee parking garage at the intersection of Roads R6 and R9. Adjacent projects will be the Dobbs Building and the United Airlines Ground Service Equipment Building. The design will be a four-bay doubled threaded helix, designed to accommodate inbound traffic quickly without competing with outbound traffic. Inbound and outbound lanes, two each, will be at R6. Mr. Henmi described the proposed bays, vertical columns, and security grill system at the base. There will be a walkway providing for disabled access at the southerly facade. At the north elevation, there will be three elevator cabs and a glass-enclosed stairway.

Commissioner Rogers said that he hoped the landscaping would remain. He thought the style of the building would be more honest if the lines were vertical. Commissioner Gatti said that the design was creative for a parking garage.

Commissioner Meyer thought the parking entrance needed to be more significantly defined.

Commissioner Freebairn-Smith expressed concern about arrivals that were out of direction. Mr. Henmi answered that traffic engineers had carefully analyzed the exit and entrance locations. In answer to a second question about protection for pedestrians, Mr. Henmi said that there would be a canopy.

Commissioner Freebairn-Smith also expressed his hope for a coordinated landscaping program for the entire airport. It was answered that the Airport would retain a consultant for that work.

Commissioner Meyer declined to vote for approval because of the entrance hierarchy.

Motion to approve San Francisco International Airport/Employee Parking Facility #3/Contract 5602, Phase I
Motion: Gatti
For: Gatti, Freebairn-Smith, Rogers
Against: Meyer

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH & SOUTH INTERNATIONAL PARKING GARAGES/CONTRACT 5600, Phase III

Peter Hockaday, ED2/MBT, presented the final drawings for the project. He said that, though there had been no significant changes since Phase II, minor changes had occurred as a consequence of value engineering. The detailing for the metal screen has been simplified. The horizontal fin has been eliminated from the aluminum skin. The Commissioners complimented the design team on the job.

Motion to approve San Francisco International Airport/North & South International Parking Garages/Contract 5600, Phase III.
Motion: Meyer
Vote: Unanimous

VII. SAN FRANCISCO INTERNATIONAL AIRPORT/CONCOURSE H/AIRPORT BART STATION/CONTRACT 5670, Phase III

Jim Fong, ED2/MBT, presented the final drawings and changes that had resulted from value engineering. The bomb-blast wall has been simplified. Panels have been adjusted to hide the structure. Also, the glass wall at the BART level has been given a more uniform colonnade appearance.

In answer to a question from Commissioner Meyer about the light, Mr. Fong said that there would be a series of four uplights at each tree column. He also described discussions about the possibility of a sculpture by environmental artist Ned Kahn beneath the skylight. Mr. Fong said that the project team is attempting to place the downspouts inside the columns. In response to a question from Commissioner Gatti about advertising in kiosks, Mr. Fong said that currently there were no plans for advertising panels.

Commissioner Meyer expressed his support for the attempt to place the downspouts within the columns.

Motion to approve San Francisco International Airport/Concourse H/Airport Bart Station/Contract 5670, Phase III
Motion: Meyer
Vote: Unanimous

The meeting adjourned at 5:30 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Richard Newirth, Director

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CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, DECEMBER 16, 1996
3:00 P.M.
25 VAN NESS AVENUE
COMMISSION MEETING ROOM SUITE 70
SAN FRANCISCO, CA 94102

AGENDA

PROGRAMS
Civic Art Collection
Civic Design Review
Community Arts & Education
ultural Equity Grants
PS Symphony Concerts
Public Art

Street Artists Licenses
Suite 70
415.252.2581

Commission Gallery
101 Van Ness Avenue
415.554.6080

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THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

II. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT MAINTENANCE FACILITY/CONTRACT 5701
Phase II
John Haymaker, Hertzka & Knowles
Robert Wong, Associated Architects
Willy Tsai, Project Manager, SFIA

III. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL TRANSIT REMOTE CORRIDOR STATIONS/CONTRACT 5709
Phase I
Kenji Murokami, Murokami Associates Architecture & Planning
Willy Tsai, Project Manager, SFIA

IV. PIONEER PARK PROJECT AT COIT TOWER
Phase I
Howard J. Wong, Joe Butler, Community Design Team

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25 Van Ness Ave. Suite 240, San Francisco, CA. 94102 tel. 415.252.2590 fax 415.252.2595

V. 1183-87 MARKET STREET/CHANGE IN OFFICIAL SIDEWALK WIDTH
Evan Rose, Planning Department
Discussion and possible motion regarding proposal's consistency with the Market Street Beautification Plan

VI. CONCRETE VS. GRANITE BANDING IN CROSSWALKS ON LOWER MARKET STREET FROM FREMONT TO STEUART STREETS
Discussion and possible motion
Bonnie Ng, DPW Landscape Architecture

VIII. COMMISSIONER & STAFF REPORTS

IX. ADJOURNMENT

12/9/96

ACCESSIBILITY INFORMATION

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Full Commission Meetings, and individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness. All meetings are held in Suite 70, basement level, and can be accessed by the two main elevators in the lobby of the building.

Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains--stopping at Van Ness and Market,
one-half block from the building.
9, 26, and 42 Buses--serving the area of Van Ness and Market.
Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.
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MINUTES
SAN FRANCISCO ART COMMISSION
CIVIC DESIGN REVIEW COMMITTEE MEETING
December 16, 1996
25 Van Ness Avenue - Commission Meeting Room - Suite 70
3 p.m.

I. Roll Call
Commissioners present: Emery Rogers, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:05 p.m.

II. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT MAINTENANCE FACILITY/CONTRACT 5701 Phase II

The project team of Willy Tsai, SFIA, John Haymaker, Hertzka & Knowles, and Robert Wong, Associated Architects, presented design development for the SFIA ART Transit Maintenance Facility. Precast elements will define the garage and create the base for the office structure. There is a strong horizontal element where the trains enter and exit from the third floor. There will be a natural lighting element incorporating a great deal of northern light. Fritted glass will be used for control of solar heat gain. The team presented the concrete samples for the horizontal and vertical elements. Colors will be silvers and grays with blue accenting. Plantings, which are to go in after the columns are installed, will be coordinated with all other plantings along McDonald Road.

In response to a question from Commissioner Freebairn-Smith, Mr. Haymaker said that the surrounding wall for the fritted glass would be a silver finish. The glass will be one-inch. In response to a question from Commissioner Meyer about the treatment of the glass on the south wall, Mr. Haymaker said that the glass would be double-pane, and that miniblinds would be installed. Commissioner Meyer liked the sleek quality of the design on the north side. He expressed reservations about the punched window pattern on the south side. Commissioner Rogers said the style was appropriate for a maintenance building. In answer to questions from Commissioner Freebairn-Smith about pedestrian entry and rain cover, the team answered that they expected most people to park in the lower level and enter through the lobby. There will be a small entry on the west side, but little use is anticipated.

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Motion to approve San Francisco International Airport/Airport Rail Transit Maintenance Facility/Contract 5701, Phase II.
Moved: Meyer
Vote: Unanimous

III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT REMOTE CORRIDOR STATIONS/CONTRACT 5709, Phase I

Willy Tsai, SFIA, and the project architects, Murokami Associates Architecture & Planning, presented the conceptual design for the two stations, one serving the rental car facility and the other serving the FOM maintenance facility. The southerly station serving the rental car facility has been designed to appeal to customers. It will have a main platform of 25 feet. The strip of land bordered by McDonald Road will become a plaza. There will be two platform canopies at this station, and one at the northern station. Both stations will be light structures enclosed in glass, allowing views of San Bruno Mountain. The structures will be open above the wall.

Commissioner Freebairn-Smith expressed concern about pedestrian comfort and a user-friendly ground experience. The Commissioners discussed the need for an overview of landscaping treatment.

Commissioner Meyer liked the concept in general, and the variations for the canopy. He expressed concern about the intersection of the escalator, elevator and canopy. The Committee asked the team to come up with another way of handling the intersection and the way the objects were joined. The architects agreed.

The Commissioners said that the design was on the right track but they would like to see further development. They also asked for drawings of the other nearby buildings to see how the stations worked with them.

The Commissioners withheld approval of Phase I, pending development of the design in response to their comments and an opportunity to view the design in conjunction with drawings of surrounding buildings. They offered the team the option of returning for review of both Phase I and Phase II.

IV. PIONEER PARK PROJECT

Howard Wong, BOA, and Julie Christensen and Paulette Taggert, Community Design Team, presented the concept for Pioneer Park surrounding Coit Tower. Plans included enhancement of green space, the installation of handicapped access and after-hours restrooms, and the addition of walkways and terraces.

The proposed design calls for a new stairway extending from the Greenwich steps, a new access from the Filbert Steps, a gentle 1-to-20-slope access ramp from the parking area, and the development of green space with California native plants.

In answer to a question about funding, the team said that funding so far had come from the city and private donations, totaling $380,000. The team clarified the fact that the city will administer the project, and the money raised will be funneled back to DPW.

The Commissioners expressed their approval of the project.

Motion to approve Pioneer Project at Coit Tower, Phase I
Moved: Meyer
Vote: Unanimous

V. 1083-87 MARKET STREET/CHANGE IN OFFICIAL SIDEWALK WIDTH

Inge Horton, Planning Department, delivered specifics on a request to construct a parking bay in front of 1083-87 Market Street. The purpose would be strictly for loading and unloading. The indentation of 8-1/4 feet would leave a remaining sidewalk width of 26 feet. One row of the two rows of trees would be removed at that spot. There are parking bays on other sections of Market Street. She raised the possibility of requests for bays from other hotels.

In public testimony, Fred Kollerbohm, Engineer, said that the project was consistent with the Master Plan. He presented letters of support from other agencies. The only condition raised by those agencies was that the owner of the building, the Aida Hotel, pay for the costs. Other letters of support had been received from neighbors and the Market Street Association.

John Wekselblatt cited incidents of trucks parked on the sidewalk. He expressed his support for the measure.

Paul Boschetti, Aida Hotel owner, said the Police Department was also in agreement with the plan. He explained that Stevens Street behind the hotel was not adequate for busses.

In response to a question from Commissioner Freebairn-Smith on the quality of materials and workmanship, Mr. Boschetti said that he planned to retain the design and high-quality materials. He said that the bay would reduce congestion and increase business for his hotel.

Commissioner Rogers expressed the Committee's agreement with the plan. Ms. Horton asked the Committee to write a letter saying that it had heard the issue. The Committee members agreed that the letter would include a stipulation that the quality of the materials, design, and workmanship be retained in accord with the Market Street Beautification Plan.

VI. CONCRETE VS. GRANITE BANDING IN CROSSWALKS ON LOWER MARKET STREET FROM FREMONT TO STEUART STREETS

Bonnie Ng, DPW Landscape Architecture, presented reasons for replacing granite with concrete in high-use areas. She described the deterioration, the inability of maintenance to keep up with the deterioration, and the resulting hazards to pedestrians. DPW is currently substituting concrete for granite within the bands in high-use crosswalks to expedite needed repairs. She said that, where concrete has been substituted, it has undergone less cracking than the granite from the vibration caused by the underground transit systems. Ms. Ng also discussed the cost of granite and the difficulty of obtaining it.

Commissioner Freebairn-Smith said substitution of lower-grade materials was a downgrade of the city's investment. He said the issue was one of funding more maintenance through a special assessment.

Mr. Newirth advised that such an assessment would have to go before the voters.

Commissioner Meyer questioned the long-term durability of concrete.

Emphasizing the Committee's advisory role, Commissioner Rogers said the consensus was to resist the downgrading of materials. Commissioner Freebairn-Smith asked if there was a way to help DPW apply for funds that would support a study to determine what materials would make handsome, durable replacements.

Mr. Newirth suggested that those present discuss the issue with others, including businesses and other constituencies with the capacity to provide strong support.

The meeting adjourned at 6:00 p.m.

Submitted Michele Liapes
Michele Liapes, Program Assistant

Approved Richard Newirth
Richard Newirth, Director

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